# NAUTICAL WORKS & CHARTS

FOR SALE BY

## WILLIAM C. TABER & SON,

## NO. 45 UNION-STREET,

NEW-BEDFORD.

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BLUNT'S COAST PILOT,
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——— Fejee . . . . ditto.
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## WILLIAM C. TABER & SON

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## SEXTANTS, QUADRANTS, BAROMETERS & SPY GLASSES.

1845

Ship Adeline Gibbs of Fair Haven

Thursday 16th 1845 we sailed from Fair-Haven with fair and light breezes. After getting out by the land have two with our main-topsail aback and loared the waist boat carried the pilot on board the Pilot-Boat then squared away before the wind and run all night with fair and pleasent breezes &c

Friday 17th

At six in the morning second-mate says mast-heads fore and main goes up and the first thing sings out a sail on our lee bough she halled back we run down to her spoke her It was the ship George and Susan of New-Bedford backt come on board stayed untill dark raised a few Finbacks in the fornoon and saw a dead Humback in the After-noon. &c. &c.

Saturday 18th

Mast-heads and several sails in sight no whales that day. Some fitting boats and some one-thing and another that day. &c. &c.

Sunday 19th

Mast heads and sails in sight no whales Turned two washed of decks for the first time after getting threw sent out Fore-topmast-Studding-sails nothing else to do all that day becaus twas sunday &c &c &c &c &c

Monday 20th

Broke out for water in the fore hole in the fornoon and stowed down in the after noon fine breezes all sail out cleared up decks fore clock and nothing else to do &c &c &c

Tuesday 21th

Fine breezes all day sut up the head stays ~~and~~ and rattled down the fore and mane Topgallant rigging cleared up decks &

&c &c &c

# Ship Adeline Gifford of Fair Haven

Wednes 22th — Light breezes made all sail in the morning about noon wind breezing up took in Topgallant sails then reefed Topsails and before morning blowed a heavy gail wind right ahead &c &c

Thurs 23th — Blowing a double reefed topsail breeze all day I went aloft to help reef Mizen topsail comeing down lost a shere overboard there was not much work to do this day becaus it was so bad weather so close these twenty-fore hours. &c &c

Frda 24th — Wind continuing breezing harder took in Fore and Mizen-topsails clost reefed the Main then took in Forsail and hauled down Fore-topmast-staysail then set our Fore and Mane-spencers so we laid too under this sail untill next morning. &c

Satur 25th — Made sail set the Fore and Main-topsails and Forsail set the head sails and hauled up Fore and Mane spencers wind being about two points free went along nicely all day with pleasent breezes not much work to do &c &c &c

Sundy 26th — Wind being light this morning mad all sail and had nothing else to do this Sunday of our lord 1845

Mondy 27th — Blowed a heavy breze had in double-reef topsails ~~[illegible]~~ about eight O-lock took in fore and Mizen Topsails and Main-sail clost reefed the Main and layed too all night &c. &c. &c. &c. &c.

B Adeline Gibbs voyage concluded 1845

Tues 28th — Blowing a heavy breeze mad sail sut the foresail and Fore topsail with clost reef Main PM mind breezing up took in all sail but clost reefed Main topsail and Fore topmast stay sail then hauled out for and Main spencers then turned up all the boats and layed too &c, &c &c &c.

Wens 29th — Blowing a heavy breeze with the wind to the westward sut the Foresail and Fore top sail steering east kept out sail untill about 2. O clock then took in Fore sail and Fore top sail with clost reef Main scudding before the wind all night under this sail. &c. &c; &c.

Thursday 30th — In the morning sut the Fore topsail and Fore sail then turned a reef out the Main at Eleven another one afterwards sut up ~~Fore~~ Main top mast and Topgallant mast Back stays and then sut Main top mast shrouds up so ends these twenty four hours. &c. &c. &c. &c. &c.

Fryday 31th. These twenty fore hours commenced with light breezes and fair weather PM sent out Fore top mast studdinsail then sent up Main ryald and the rest of the day busily concerned in ships affairs so ends these twenty-fore hours. &c &c

Saturday 1st day of November 1845

CONTINUED

Saturday
1st
This day commenced with
fair and pleasent breezes with all
sail out at Five P M wind breezing
up took in Topgallantsails so ends
this first day of November.

Sunday 2 nd
This day of our lord commenced with
strong winds and a plenty of rain
At 8 A M Took in Main top gallant sail
and at Half past five took in a
single reef in the Fore and Mizen Topsails
so ends these twenty fore hours also.

Monday 3 th
Commenced with pleasen breezes set the
Main Top gallantsail about 8 A M wind
breezing up called all hands and doubled reefed
Topsails and at 4 P M took a reef in
the Mainsail then cleared up decks
so ends this days work.

Tuesday 4 th
Blowing a brisk breeze all night
towards morning wind going down
made sail all hands busily engaged
in the ships duties so ends these twenty
fore hours.

Wensday 5 th ~~Thursday~~
These twenty fore hours commenced
with light breezes and all sail out
at six A M commenced baking out
in the after hold At one P M commenced
stowing down at 5 cleared up decks
so ends this day also.

Ship Adeline Gibbs of Fair Haven.
November 1845. continued.

Thursday 6th

This day commenced with moderate breezes first thing after breakfast min the winds about 7 A M raised a spout on the Larboard quarter proved to be a Finback after knowing what it was all hands to work in ships duties so goes another days work.

Friday 7th

This day commenced with strong winds and squally weather all hands busily engaged in ships duties ~~P M~~ shortened sail so took in Main top gallant sail and singled reefed the fore top sail so ends those twenty fore hours of our voyage.

Saturday 8th

This day commenced with light winds but a plenty squals about ~~night~~ set the Main top gallant sail after washing of decks set up Main top gallant sail backstays and top gallant shrouds after breakfast set up fore top mast shrouds some busily engaged in clearing of the rigworks and getting ready against time of need so goes the days one by one

Sunday 9th

This day commenced with fine breezes and clear weather it being sunday not much work to do read Books and other good things so ends the forth sunday of our voyage

continued Tuesday 18th

These twenty fore hours commenced with moderate breezes and a plenty of squalls at 7 A M sut up the Main topmast backstays at 4 P M sut up the Fore topmast and Topgallant mast backstays so ends another backstay Job.

Wensday 19th

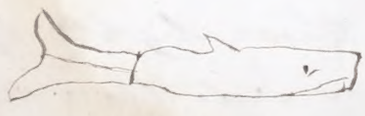
These twenty fore hours commenced with calms at 12 A M wind breezing up went along very well with all sail out all hands employed in ships duties so ends another twenty fore hours and know whales yet.

Thursday 20th

These twenty fore hours commenced with light breezes at 8 A M commenced getting the anchors on the decks put the starbord one in and lashed the larbord one sollid all hands employed in ships duties so ends another twenty-fore hours. Lat 03 N Lon 26 W

Fryday 21

These twenty fore hours commenced with moderate breezes all hands employed in ships duties at 3 P M raised a school of Blackfish called all hands put the Boats ready loared away after chasing a while Larboard Boat put fast and killed him took him along side and hoisted him in took him in took the blubber off then stared up decks so ends these twenty fore-hours and one Blackfish Lat 14 48 27 S W



Larboard Boat

Saturday. Continued.

Saturday 22 nd

[illegible] commenced with light breezes about 4 A M wind [illegible] Before Breakfast broke out in the after hold for Beef and Pork after Breakfast started the works about 2 P M cooled down made 2 Bbls of Oil so ends another twenty-four-hours with 2 Bbls of oil on deck.

Sunday 23 rd

These twenty-four-hours commenced with fine breezes and a few squalls about 9 A M having a squall took in the Flying Jibb and Mizzentopgallant sails two sails in sight about 11 set the Flying Jibb at 2 P M and the Mizzentopgallantsail. Duff for dinner but nothing extra after 4 P M [illegible] ing up Main topmast-backstays after-wards set up Topmast stay so ends another with the work with setting up [illegible]

Monday 24 th

[illegible] commenced with fine breezes and the watch busily engaged in ships duties so ends another twenty four hours.

Tuesday 25 th

These twenty-four hours commenced Ditto at 8 A M commenced breaking out in the after hold got out Flour and Molasses stowed down in the After-room about 12 in the night took in the Flying Jibb Fore and Mizzen Topgallantsails so ends another twenty four-hours

CONTINUED. 1845.

Wednesday 26th

This day commenced with strong winds at 6 A M set the flying jibb and [illegible] and obliged to stay some one thing and another so goes another days job.

Thursday 27th

This day commenced with fine weather and clear weather 7½ A M set up the jibb and flying jibb gyes all hands employed in ships duties so ends another twenty-four hours.

Friday 28th

These twenty-four hours commenced with [illegible] all hands employed in ships duties so ends another twenty-four hours and know no whales in sight. Lat 19.51 L 13.

29th Saturday

These twenty-four hours commenced with strong winds and cloudy weather all hands employed in ships duties latter part very squally so ends another twenty four hours.

30th Sunday

This [illegible] with strong winds and very squally [illegible] the [illegible] sails and [illegible] topsail afterwards Double reef the fore and single reefed the main topsails then furled the mainsail scudding under these sails all night so ends [illegible] with day.

Ship Adeline Gibbs of Fair Haven.

Monday 30th

These twenty four hours commenced with light breezes and clear weather about daylight made all sail all hands [illegible] 4 P M all hands employed in mending a boat from if the storm put her over head myself being aloft raised a spout supposed to be a school of spirm whales but it was being know wind and so nigh night we couldent tell for evitain so ends another twenty four hours.

Tuesday 2nd December

These twenty four hours commenced with calms and clear weather after Breakfast broke out in the after hold put out [illegible] [illegible] and another stowed down before dinner. after 4 P M commenced setting up the Fore shrouds so ends another twenty four hours.

Wednesday 3th Sat 22=21 57=30 Long. [illegible]

These twenty four hours commenced with [illegible] all sail out the watch employed in [illegible] one sail in night so ends another twenty four hours so after 4 P M commenced setting up the Main Lower, Top mast Backstays so ends another twenty four hours.

Thursday 4th

These twenty four hours commenced with light winds and very cloudy weather all the watch employed in ships duties so ends another twenty four hours

Ships Atlantic Gifts of [illegible]

Friday 5th

[illegible]

[illegible]

[illegible]

Ship Albion 7 lbs of Fair Haven.

Wednesday 10th

The twenty four hours commences with strong winds about 8 P.M. last night the Fore and [illegible] spritsails Faled the Fore sail and Fore topsail wind veering [illegible] then the more top mast stay sail and [illegible] ship too wind continuing veering up till breakfast time [illegible] the board Starboard and Larboard watch [illegible] Jack sponges [illegible] Breakfast [illegible] send down Fore and mizzen [illegible] ~~mast~~ yards [illegible]

~~Thursday~~ [illegible]

The twenty four hours commences with a light Fair and cloudy weather about 8 P.M. wind [illegible] set the foresail and and single reef mizzen and double reef Main topsail nothing else to do these twenty-four hours.

~~Thursday~~ Friday 12th

These twenty-four hours commences with strong breezes and clear weather About 4 A.M. wind going down set all sail after breakfast [illegible] mizzen [illegible] Broke out in the ship hatchway for new sails bent them in the afternoon commences another twenty four hours.

Saturday 13th

[illegible] fore [illegible] twenty four hours [illegible]

Ship Helen in Gulf of St Lawrence.

Wednesday

The day first commences with light winds and fine weather, the 6 of it [illegible]

[illegible]

[illegible] meet the [illegible]

[illegible] certain [illegible] for Lunes.

Thursday 15th

Fine [illegible] hours commences with [illegible] breeze and [illegible] weather

[illegible]

Friday 16

[illegible] Light winds and Foggy weather [illegible] all sail and have most [illegible] gay [illegible] [illegible] Sc. [illegible]

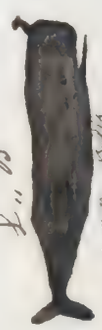
Saturday 17th

Fine [illegible] hours commences with light breeze and [illegible] weather [illegible] [illegible] [illegible] for hours, [illegible]

Ship Adeline Gibbs of
Fair Haven.

Thursday 18th

[illegible] fore hours commences
with light winds and clear weather
at 11 A M raised whales spouting
to be sperm lowered the Boats
1 Mate struck and killed him
Lay that Day boats got tracked
but no great damage done to
[illegible] and commenced
cutting about 2 P M raised more
whales lowered the Starb'd Bow
Boats White Boat struck then the
Chief Mate could not reach
starboard boat on account of being
stove and struck whale struck the
Boat lightly but not being settlyed
struck again alone the [illegible] all to
atoms reached the chief Mate overboard
and hurt him very bad and [illegible]
[illegible] got hurt quite
bad but the worst of all was the
[illegible] that [illegible] the Ship
[illegible] are board and no
one [illegible] seen him get nor saw him
when he went out of the Boat was
Boat out and picked the Mate up
[illegible] and at the last not
better come on board as well as
possible and commenced cutting again
got the whale in [illegible]
[illegible] to be cooled down commenced
[illegible] out in the first third next
to stern down the [illegible] [illegible]
[illegible]
and [illegible] so [illegible]
[illegible]



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Page 44

[illegible] twenty four hours.

Sunday 27th

These twenty four hours commenced with light winds and fair weather all the water in sight [illegible]

[illegible] 1

These twenty four hours commenced with light breezes and clear weather all the water in sight in sight during [illegible] time to come [illegible] and no more whales seen.

Ship Adeline Gibbs of New Haven.

January 1st 1846. Thursday
These twenty-four-hours commences with light winds and clear weather all hands employed in ships duties so ends these twenty-four hours.

Jan Friday 2nd 1846
These twenty-four-hours commences with moderate breezes and cloudy weather all hands employed in breaking up the hold so ends these twenty-four hours and a few squalls.

Jan 1846 Sat 3rd
These twenty four hours commences with light winds and cloudy weather nothing else to do but look on so ends another twenty four hours.

Jan 1846 Sunday 4th
These twenty-four-hours commences with strong winds and cloudy weather about sunrise raised land right ahead run alongside by it proves to be Stallion Land so ends these twenty-four-hours [illegible]

Jan 1846 Mon 5th
These twenty-four-hours commences with strong winds and cloudy weather all the watch employed in ships duties so ends these twenty four hours.

January 1846 Tuesday 6th
These twenty four hours commences with strong winds and cloudy weather [illegible] in the afternoon hold fast Mollasses so ends these twenty-four hours and almost up to eight bells. Lat 54-22 Lon [illegible]

Ship Adeline Gibbs of Fair Haven.
Jan 1846 Wens 7th
These twenty four hours commenced with moderate breezes and squally weather all the watch employed in ship duties Break out in the after hold for Bread and Beef at 7 P M took in the Main Spankan sail then cleared down the Fore top sail and double reefed it about 8 double reefed the Mizen and singled reefd the Main topsail about 11 Starbord watch coming on deck furled the Fore-top-sail and Mizen close reefed the Main then furled the Main sail and Gibbs so ends these twenty four hours with a light gale.
Jan 1846 Thursday 8th
These twenty four hours commences with strong winds and cloudy weather at 6 A M set the Fore-sail about 8 set the Fore topsail with single reef the the Main with Ditto and Mizen with close reefed then the fibb and Main sail at 2 P M set the Main Spankan sail at 5 commence raining so ends another twenty four hours with a plenty of squalls. Lat 56-59 Lon
Jan 1846 Friday 9th
These twenty four hours commences with strong winds and squally weather all hands employed in ships duties so ends another twenty four hours
Jan 1846 Saturday 10th
These twenty four hours commences with strong winds and cloudy weather all hands employed in ships duties so ends another twenty four hours.

Ship A Libbs of Fair Haven.
Jan 1846 Sunday 11th
These twenty four hours commences with moderate breezes and clear weather at 12 wind commences breezing up and continued blowing until blowed a strong hold sale breeze.

Jan 1846 Monday 12th
These twenty four hours commences with strong winds and cloudy weather at 7 A M wind breezing up double reefed the Fore and Mizen topsails after breakfast double reefed the Main and furled the Fore afterwards furled the Fore and Mizen ~~dist~~ reefed the Main and layed to, so ends these twenty four hours with a Gale of Wind.

Jan 1846 Tue. 13th
These twenty four hours commences with strong winds and clear weather ship laying to, so ends another twenty-four hours.

Jan 1846 Wednesday 14th
These twenty-four hours commences with moderate breezes and foggy weather under double reef topsail so ends these twenty four hours.

Jan 1846 Thurs 15th
These twenty four hours commences with moderate winds and cloudy weather [illegible] dist reef topsail so ends these twenty four hours.

These [illegible]
Jan. 1846 Sun 16th
[illegible] commences [illegible]
a moderate breeze and [illegible]
[illegible] at 10 [illegible]
[illegible]
to furl all sail but close reefed
Main Topsail and reefed Fore sail about
11 A M. wind going down made
all sail about 4 P M commences
[illegible]
blow and Oil. Rice stowed down
[illegible]
twenty fore hours.

Jan. 1846 Sat 17th
These twenty-fore hours commences
with strong winds and [illegible]
[illegible] wind continuing blowing
[illegible] reefed Fore, Main and Mizen
Topsail furled the [illegible] and [illegible] sail
at 10 in the night wind shifted
turned a reef out the Fore and Main
topsails at 2 set the main sail and
fibb so ends another twenty fore hours,

Jan 1846 Sun 18th
These twenty-fore hours commences
with moderate breezes and cloudy
weather at 3 P M commenced making
sail turned the reefs out of Fore
Main and Mizen topsails set the
Main topgallant sail at 6 A M
commenced blowing took in Main topgall-
[illegible] the night Fore [illegible]
Mizen topsails furled the fibb and Main-
sail 3 P M wind comeing fair turned a
reef out the [illegible] and [illegible] Main in Fore
at 4 [illegible] reef [illegible] Fore [illegible]
[illegible] twenty fore [illegible]

Ship Adeline Gibbs of Fair Haven.

Jan 1846 Mon 19th

These twenty four hours commences with double reef topsail breeze at 7 P M and breeze up took in fore & main close reefed the main top sail & fore sail and hove the ship too so ends these twenty-fore hours.

Jan 1846 Tues 20th

These twenty fore hours commences with strong winds and cloudy weather at 3 A M set the foresail and close reef fore topsail so ends another twenty fore hours.

Jan 1846. Wed 21st

These twenty fore hours commences with light winds and hazy weather at 6 A M made all sail so ends these twenty fore hours.

Jan 1846 Thurs 22nd

These twenty fore-hours commences with light winds and hazy weather at 1 A M set the fore top mast and fore studdingsail mast on the starboard bough at 4 P M took in the studding sails and braced yards so ends another twenty fore hours.

Jan 1846 Fry 23th

These twenty fore hours commences with double reef topsail breeze At 7 A M Unbent the fore & main and mizen topsails hove the ship too under fore and main spencer at 3 P M set the close reefed main fore topsail and reef foresail so ends these twenty four hours.

Ship Adline Gibbs of New Haven

Jan 1846 Saturday 24th

These twenty four hours commences with [illegible] winds and clouds [illegible] at [illegible] [illegible] of this [illegible] said [illegible] [illegible] [illegible] said [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] commenced [illegible] in the after hold for Dried [illegible] and [illegible] stowed down cleared up decks so ends these twenty four hours.

Jan 1846 Sun 25th

These twenty four hours [illegible] with moderate winds and clear weather at 5 P M wind freshening up double reefed fore sail and [illegible] topsail at 12 P M took in the jibs so ends these twenty four hours.

Jan 1846 Mon 26th

These twenty four hours commences with light winds and clear weather at [illegible] hauled the [illegible] out and [illegible] all hands employed [illegible] ships duties at 1 P M called all hands aft to have an action of [illegible] [illegible] clothes so ends these twenty four hours.

Jan 1846 Mon 27th

These twenty four hours commences with light winds and clear weather all hands employed in [illegible] so ends another twenty four hours.

January 1546 Wens 25th

These twenty fore hours commences with strong and fair winds so ends these twenty fore hours.

Jan 1546 Thursday 26th

These twenty fore hours commenced with strong winds and clear weather sent up fore-topgallant mast and yard and set up the rigging so end these twenty-fore hours.

Friday 27th

These [illegible] clear weather at 4 A M sent up the Fore Yard in royall yards and bent the Fore Topgallant sail at 8 A M sent out the Flying-Jibb-Boom and bent the sail after noon Broke out in the Fore hold for [illegible] so end these twenty fore hours.

Saturday 28th

These twenty fore hours commences with light and clear weather in the Morning sent up Mizen topgallant mast after Breakfast sent up the yard and sail at 1 P M commenced working ship so end these twenty fore hours.

Sunday 1st of February

These [illegible] moderate breze and clear weather At 4 A M raised [illegible] ready [illegible] raised until half past eleven then came on dark and tacked ship standing on the wind so ends these twenty fore hours.

[illegible]

Ship Adeline Gills of Sawen

Feb 2 th. Monday 1876

These twenty four hours commences
with light winds and clear weather
all the watch employed on ships
duties [illegible]

Tuesday 3 th Tuesday 1876

These twenty four hours commences
with light winds and clear weather
all hands employed on ships duties
[illegible]
on Hyperbolan bend and bended with the
[illegible]

Wednesday 4 th 1876

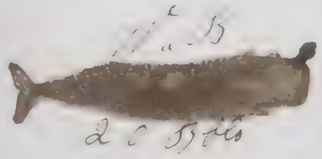
These twenty four hours commences with
light winds and clear weather Bayce
[illegible] the main yard aback at 5 AM
squared the yards and mind down to the
[illegible] the land at 4 PM bared
the starboard and port boats went a
fishing [illegible] and a rail spike [illegible]
[illegible]
at [illegible] PM hoisted the ship [illegible] and
made sail on compass [illegible]
[illegible]

Thursday 5 th 1876

These twenty four hours commences with
all [illegible]
[illegible] these [illegible] hours
Friday 6 th 1876

These twenty four hours commences with
[illegible] clear weather [illegible] the

February 1846 Saturday 7th
These twenty four hours commence DITTO
at the mast employed in ships duties
aboard the ship [illegible]
[illegible]
Sunday 8th 1846.
These twenty four hours commence with [illegible]
[illegible] to [illegible]
[illegible]
Monday 9th 1846
These twenty four hours commence with [illegible]
and [illegible] at ends these
twenty four hours.
Tuesday 10th 1846
These twenty four hours commence with
Ditto all hands employed in ships duties
at ends these twenty-four hours.
Wednesday 11th 1846
These twenty four hours commences with
light winds and clear weather all hands
employed in ships duties at ends Ditto.
Thursday 12th 1846
These twenty four hours commences with
Ditto at 11 A M and noted lowered the
Boats Starboard Boat [illegible] the [illegible]
the [illegible] exhausted the 5 boats and
[illegible] two letters A finished and
took finished [illegible]
the rest of the crew [illegible] the whale out
towed the other one so ends these twenty four
hours with two [illegible] and a strong
[illegible] and [illegible]



Ship Adeline Gibbs of New Haven

Friday 13th 1846

These twenty four hours commences with Ditto at 6 A M called all hands and commenced cutting in at 12 got down at 1 P M started the ends these twenty-four hours

Saturday 14, 1846

These first for commences, Ditto all hands employed in cutting at 10 A M wind come down then wind come to S.E. and blew a hurricane at 4 P M moored to both ends these twenty four hours with 20 fathoms of chain on each.

Sunday 15th 1846

These twenty four hours commences with Ditto all hands washing and drying because lives the tents day and nothing to be done so ends these twenty-four hours, with Ditto on deck.

Monday 16th 1846

These twenty four hours commences with P M at 7 A M all got out a set of oars then turned out got breakfast and in the after hold pan lids and other things so ends these twenty four hours.

Tuesday 17th 1846

These twenty four hours commences with light winds and clear weather all hands employed in P.M. duties so ends twenty-four hours.

Ship Adeline Gibbs of Fair Haven,
Wednesday 18th, 1846,
These twenty four hours commences with
Do all hands employed in ships duties
so ends these twenty four hours. with
all the watch employed in ships duties.
Thursday 19th, 1846.
These twenty four hours commences with
light winds and clear weather all hands
employed in ships duties so ends these
twenty four hours with hands employed
in bailing and pumping down the
hogging so ends another twenty-four-hours.
Friday 20th, 1846;
These twenty-four hours commences with
DITTO all hands employed in ship
duties so ends these twenty four hours.
Saturday 21st, 1846;
These twenty-four hours commences with
DITTO all hands employed in stowing
on deck at 6 A M the watch commenced
baking out in the Fore hold to stow
down the cut wheat at 8 A M commenced
running down the Oil At 10 raised Land
two points on the starboard Bough At 12 At all
get three fire tiers stowed of the Fore and
Main hatchway after 4 Washed off decks so ends
these twenty four hours with the Galapagus
Island in sight. Lat. 2 = 45 South. Lon 93 = 30 West.
Sunday 22nd, 1846;
These twenty four hours commences
with Ditto and nothing to do because
it was sunday so ends these twenty
four-hours.

Ship Adeline Gibbs of New H.
Monday 23rd February 1846.
These twenty fore hours commences
with Ditto all hands employed in
ships duties after supper ended all
hands got to turn in [illegible] of
Gathan A Lewis and Henry Morris
[illegible] so ends the [illegible] hours.
Feb 1846 Monday 23rd
These twenty fore hours commences
with Ditto all hands employed in
ships duties so ends these twenty fore
hours with moderate winds & fa.
Tuesday 24th 1846. February
These twenty fore hours commences
with Ditto all hands employed in
ships duties so ends these Ditto.
February 1846. Thurs 26th.
These twenty fore hours commences
with Ditto all hands employed in
ships duties at 8 A M raised a sail
one point on the Starboard bough
so ends these twenty fore hours.
Feb 1846. Fry 27th
These twenty fore hours commences with
moderate winds and clear weather all
hands employed in ships duties [illegible]
[illegible] on the Starboard bough [illegible]
these twenty fore hours.
Feb 1846. Saturday 28th
These twenty fore hours commences
with Ditto with same sail in sight
so ends these twenty-fore hours with
all hands employed in ships duties.

CONTINUED

~~Feb 1846 Sunday 26~~

Sun 1st Mar: These twenty fore hours commenced with strong trades and [illegible] weather. 12 ct M signallized a Bark named Valparaiso of New Bedford at 2 P M spoke said bark and had a Lam so ends these twenty-fore hours

Mon 2th Mar: These twenty-fore hours commences with moderate trads and clear weather all hands emploiyed in ships duties so ends these twenty-fore hours with said sail in sight.

Tues 3th Mar: These twenty fore hours commences with strong trades and cloudy weather, and [illegible] with said Bark. Adelia hal at 2 P M Bark [illegible] had another Lam: so ends these twenty fore hours.

Wens 4th Mar: These twenty-fore hours commenced with [illegible] the watch emplyed in ships duties at 3 P M raised a sail on the [illegible] so [illegible] twenty fore hours.

Th 5th Mar: These twenty-fore hours commences with [illegible] and [illegible] weather all hands emploiyed in ships duties [illegible] twenty fore hours.

Friday 6th Mar: These twenty-fore hours commenced with moderate winds and clear weather all hands emploiyed in ships duties so [illegible] twenty fore hours.

Ship J T Gibbs of Fair Haven. 1844

Saturday 7th Mar

These twenty four hours commences with [illegible] so ends these twenty four hours with a clear ship.

Sunday 8th Mar

These twenty-fore hours commences with moderate and fair winds nothing to do becaus it was the Lords day so ends these twenty fore hours. Lat 5° 20 South, Lon 122 = 06 [illegible]

Monday 9th Mar

These twenty-fore hours commences with strong winds and clear weather all the watch employed in mending topsails so ends these twenty fore hours at sunset commenced taking in sail took in all but close reef Fore-topsail and hove to Main topsails so ends these 24 hrs stood 40 sts new night and 8 days in.

Tuesday 10th Mar

These twenty fore hours commences with strong winds and clear weather all the watch employed in mending topsails at 12 at N raised a sail 2 points on the starboard bough run to her and spoke texas ship Barcly of Nantucket 2 y M out 7 hundred of sperm to her in sail at sundown so ends thes twenty-fore hours.

Wend 11th Mar

These twenty fore hours commences with fair and strong winds all the watch employed in mending topsails at 8 at M raised a sail on the starboard [illegible] ship Argyle of New Bedford 2 y M out 11 hundred capt came on board so ends these twenty-fore hours.

Ship Adelaide Felt of Fair Haven 1846

Thurs 12th March — These twenty four hours commences Ditto the watches employed in mending spencers so ends these twenty-fore hours. Lat 04 16 min North Lon 135 = 05 West

Fry 13th Mar — These twenty-fore hours commences with N East trades in the Morning commenced setting up the head Stays and gyes so ends these twenty-fore hours.

Satur 14th Mar — These twenty-fore hours commences with light winds and clear weather all the watch employed in ships Duties at 4 Felt washed on decks so ends these twenty-fore hours.

Sun 15th Mar — These twenty-fore hours commences with Ditto all hands employed in claning themselves becaus it was sunday so ends these twenty-fore hours. with strong trades. Lon 135 = 24 West Lat 04 = 05

Mon 16th Mar — These twenty-fore hours commences with strong ~~trades~~ and squally weather all hands employed in ships duties so ends these twenty-fore hours with ditto. Longitude 137 = 24 West Lat 05 = 54 N

Tues 17th Mar — These twenty fore hours commences with ditto all the watch employed in ships duties at 4½ felt the Main-topgallant sail reefed the fore topsail at 1¼ turned the reef out at 6 felt reefed the fore and Main topsails so ends these twenty-fore hours. Lon 138 = 45 West Lat = 5 = 19

Ship Caroline Gibbs of Fair Haven 1841

Wens 17th

Mar These twenty-fore hours commences with Ditto with said sail in ~~night~~ at 6 P M made all sail [illegible] twenty-fore hours. Longitude 142 = 03 Lat 10=47

Thurs 18th

Mar These twenty fore hours commences with strong ditto all hands employed in ship duties so ends these twenty-fore hours. Longitude 143 = 55 Lat 12 = 51

Fryday 28th ~~sat~~

Mar These twenty-fore hours commences with moderate trades and clear weather all hands employed in ship duties so ends these twenty-fore. Lon 146 = [illegible] = 15 = 11

Sat 21st

Mar These twenty fore hours commences with strong trades and clear weather all hands employed in ship duties so ends these twenty-fore hours. Lon 148 = 55 Lat 17 = 19

Sunn 22 th

Mar These twenty fore hours commences with Ditto nothing to do but trim the yards &c at 12 A M kept the ship off to run down to Cape Lee at 7½ P M commenced taking in sail for fear of running ashore took in all but Fore Main Topsails and Forsail so ends these twenty-fore hours. Lon 152 = 07 = Lat 19 = 05

# Ship Adeline Gibbs of Fairhaven.
## 1846. March

Mon 23th March — These twenty-four hours commences with light airs & the watch employed in baking out for water. At 7 A M raised land two points on the Starboard Bough took in Fore Main and Mizen Topgallantsail and Flying Jibb after suffer to reef topsails at 8 P M made all sail so ends these twenty four hours with a calm.

Tues 24th March — These twenty-four hours commences with a calm at 8 A M commenced getting up the chains and Anchors on the Boughs after words loosed the foot and towed the ship until spring up ahead had to beet up at 3 P M Pilot came on board told us the nuse then Capt thought it best not to go in on account of being no recruits Pilot did direct up the yards for Monroe so ends these twenty-four hours. Lon 72 - 30 Lat [illegible]

At 12 hoised a sail on the starboard bower anchoring in 5 fathom water. Thought to go the Pilot ashore

Wens 25th March — These twenty-four hours commences with moderate winds and clear weather at 9 A M being close by Monroe wind hauled ahead and the tide drifted us off so we couldnt get there these twenty four hours.

Thurs 26th March — These twenty-four hours commences with moderate winds and clear weather all hands employed in ships business; at 9 P M cast anchor in Monroe sent the boats ashore to get recruit fore the ship so ends these twenty-four hours -

Ship Adeline Gibbs of New Haven

Friday 27th
March These twenty-fore hours commences with light winds and clear weather all hands employed in Breaking out for the Boat and Mast to send above so ends this twenty-fore hours.

Saturday 28th
March These twenty-fore hours commences with moderate winds and clear weather nothing to do but slept and eat at 4 PM all commenced sending down the Topgallant yards for fear of a gail so ends these twenty-fore hours.

Sunday 29th
March These twenty fore hours commences with a moderate winds and smooth weather nothing to do but slept and eat so ends these twenty-fore hours.

Monday 30th
March These twenty fore hours commences with moderate winds &c let the [illegible] on board engaged in verryous jobbs [illegible]

Tue. 31st
March [illegible] with strong winds &c. to day got some Meat and Bread on shore had liberty also to dine.

~~Wednesday 5th~~

# Ship Adeline Gibbs of Fair Haven

April 1st 1844

To day fine weather &c, &c.

April 2th

To day fine weather the watch on liberty the watch on board engaged in getting off recruits and getting on shore a raft of water &c. &c.

April 3th

To day fine weather [illegible] on liberty the watch on board engaged in stowing down water and painting ship also various other [illegible]

Saturday 4th

To day [illegible] morning got of a raft of water and commenced stowing it down the Larboard watch on liberty nothing new – &c, &c.

Sunday 5th

To day fine weather and nothing to do part of the crew went on shore to go to ~~liberty~~ Church some of them never come of untill sundown &c, &c

Monday 6th

These twenty fore hours commences with fine weather and know liberty all hands employed in stowing of betweendecks getting ready fore sea there has 7 ships arrived to day there are 47 sail in here know. so ends thes twenty fore hours.

Tuesday 7th

To day at 7 A M we wayed anchor and stood out for wahoo at 6 P M cast anchor out side of the reef &c.

Ship Adeline Gibbs of [illegible]

Wednesday 8th

To day fine weather laying at Wharf carried a carriage on shore and down up other shores. two men ran away Davis a babb so ends these twenty fore hours.

Thursday 9th

These twenty-fore hours commences with Ditto [illegible] at 12 came of two men found yet at 4 P.M. went ashore again and shipped two barracoos came on board at sundown made sail and started for the nor'thwest.

[illegible]

These twenty fore hours commences with fine weather and pleasent beezes stoing to the northward and westard with all sail set latter part squally took in topgallantsails and flying jibb then reefed topsails so ends these twenty-fore hours.

[illegible]

These twenty fore hours commences with moderate winds &c all hands on deck to trim shift made all sail [illegible] these twenty fore hours.

[illegible]

These twenty-fore hours commences with Ditto the watch employed in ships duties middle and latter part [illegible] at 8 P.M. took in topgallant-sails and reefed the topsails. so ends these twenty fore hours.

[illegible]

These twenty-fore hours commences with Ditto at 1 P.M. made all sail at 6 P.M. sent out ~~[illegible]~~ fore topmast studding sail so ends these twenty fore hours.

# Remarks Continued 1847

Tuesday 14th

These twenty fore hours commences with a moderate wind and fagy weather nothing to do so ends these twenty-fore hours.

Wednesday 15th

These twenty-fore hours commences with a calm all the watch employed in ships duty's at 6 P M out the Fore top mast studding-sail so ends these twenty-fore hours.

Thursday 16th

These twenty fore hours commences with a calm watch at times engaged at Shifting studdingsails at 1 P M on-bent the Mainsail and bent it at 5 P M sent it these twenty fore hours ends with moderate winds &c. Lon 107=32 Lat 32-10

Friday 17th

These twenty fore hours commences with moderate winds and fagy weather all hands [illegible] fore hours.

Saturday 18th

These Ditto commences with strong winds at [illegible] all the topgallant sails and Flying Jibb all day engaged in making Sunrwads for the Northwest at 4 P M washed of decks. all hands eating supper a squall [illegible] all topsails and wore ship furled the Jibb &c at 7½ P M wore again so ends these twenty fore hours &c. &c.

Ship Adeline Gibbs of Dartmouth

Sunday 3th

These ditto commences with
Ditto all hands employed in said
work so ends &c.

Monday 4th

These twenty five hours
commences with moderate
winds and clear weather all
hands employed in ships affairs
so ends these twenty-four hours.

Tuesday 5th

Commenced standing watch
and watch so ends these twenty
four hours.

Wednesday 6th

These twenty five hours commenced
strong winds &c.

Thursday 7th

moderate winds &c. &c.

Friday 8th

Sewed out in the Hold
to make a boom fast on the Larboard
side stowed down so ends these twenty-
four hours.

Saturday 9th May

These twenty-five hours
commences with double reef tops'l fresh
winds of seas in the forenoon
and it was a rain storm into that
was but a trifle so ends the twenty
five hours.

Sunday May 10th 1841

Light winds and clear weather
middle part strong winds and plenty of
[illegible]

Monday May 11th 1846
Commences with thick [illegible]
strong winds [illegible]
weather [illegible] more moderate spoke
Barque Ragah of New-Bedford
West master
Tuesday M 12th
Thick weather [illegible] light
winds and clear weather gamming
with the [illegible] Lat 41..18 Lon 162=43
Wens M 13
Commenced with light winds and
clear weather middle part strong
[illegible] furled the light sails [illegible]
the topsails furled the [illegible] at 7 A M
furled [illegible] sails have [illegible] ship too,
Barque Ragah still [illegible] the Lone said so [illegible]
twenty [illegible]
Thurs M 14th
Strong [illegible] and clear weather wind hauled
to the [illegible]ward [illegible] sail as again
Ba[illegible] still in sight ~~Lon 157 Lat 35=15~~
Friday 15th May
Good winds and weather had a gam [illegible]
[illegible] saw a plenty of Finbacks
and Humbacks so [illegible]
Saturday May 16th 1846
Commenced light winds and clear weather
ship heading South west at 7 8 M furled the Topgallant sails
reefed the [illegible]
carrying all sail middle and latter part
strong [illegible] Lat 38=49 Lon 157=28
Sunday [illegible] 17th
Strong winds and foggy weather the [illegible]
West ragah still in sight saw plenty of
Humbacks and [illegible]
a [illegible] 35 49 Lo[illegible]

Monday May [illegible] 1878

[illegible] weather and a plenty of Finbacks in sight latter part strong winds and thick under short sail the ship heading west south west had a round turn and a [illegible]

Tuesday May 19th

Thick weather made all sail latter part had a gale hove the ship to under Fore and Main spencers. Lat 38=42 = Lon 15-5 = 33

[illegible] May 20th

Commences with a gale from the [illegible] had [illegible] the [illegible] ship turned up the [illegible] wind [illegible] away made sail ship heading south-by west.

[illegible] 21

Commences with fair and [illegible] weather the ship heading south [illegible] to royal and yard saw Finbacks and [illegible] furled the night sails old man went [illegible] found that [illegible] some water rang the Bell and had the [illegible] latter part single reefs again do not keep the Main sail and Fill on to long took them in there about 10 8 bells furled the Fore and Mizen topsails at 11 had a dreadful squall stand by the Fore tack about a hold sail Sheet.

[illegible] May 22 th 1846

Strong wind and pleasant weather heading west-northwest under close reefed main topsail and [illegible] and spencers middle part light wind [illegible] steering west south west with all sail out latter part which filled the topgallantsails double reefed the [illegible] and [illegible] the fifth

Saturday 23 th

I commenced about here to wright sea-account; the other is civil, or wild account, eather you choose: Only Judge by the books and see fore yourself.

Sunday 24 th

Monday 25

Tuesday 26 th

Wednesday 27 th

Thursday 28 th

Friday 29 th Lat 41-15 S Lon 146-35

Saturday May 30th 1846

[illegible] with [illegible] winds and pleas-
[illegible] ab[illegible]
[illegible] latter part
saw right whales loared the Boats twice but did
not strike.

Commenced with strong winds
but clear weather saw two right
whales to windward spoke the India
and gave her his letters saw know
more whales these twenty four hours.

Monday June 1st 1846 June

Strong wind and a heavy swell
middle and latter part the same
saw one right whale loared the Lon 145=18
Boats but he was going two fast Lat 41=43

Tuesday 2nd 1846.

[illegible]
ship headed to the south east at
sun-down took in sail middle part
[illegible]
loared the boats but did not get
fast hard luck any how.

Wednesday 3rd

Commenced with light winds and
pleasent weather saw whales loared
but did not get fast this day ends
with strong winds. Lat 41=10 Lon 145=56

Thursday June 4th 1844

[illegible] fine weather saw
one right whale lowered the boats
but got nothing almost discouraged
middle and latter part the same

Friday. 5th

commenced with strong winds and
clear weather at 2 P M took in sail
middle and latter part the same. saw
[illegible]

Saturday 6th

commenced with strong winds
and thick weather at 3 P M cleared
up made sail saw a humback
middle and latter part much the
same saw nothing else this day
broke out the main hatch-way for
water. ~~at~~ 8 P M Mr Jenney went-
[illegible]

Sunday June 7th

[illegible] at [illegible]
took in sail for the night when we
commenced both watches was arguing
which would take in sail fastest
[illegible] to the North-east saw one right whale.
[illegible] Lat 41 26 Lon 143 [illegible]

Commenced with light winds and
[illegible] thick thards
[illegible] saw [illegible]
middle part the same latter part fine
and [illegible] weather

Tuesday June 9th 1844

commences with light winds and clear weather saw two right whales loard the Boats and Larboard Boat struck one in the small and drawed. Middle and Latter part the same saw a number of whales. Lat 49=25 Lon 147=35

Wensday 10th

commences with fresh breezes saw whales [illegible] fast to [illegible] waist Boat and drawed it was a one plowed Horn. Middle and Latter part the same [illegible] morning and took it in again ship heading east by north.

Thursday 11th

Commences with a light gail from the Eastward wore ship turned up the Starboard Boat hove the ship to under short sail middle and latter part very much the [illegible] heavy swell saw one whale Lat 49=03 Lon 150=25

Friday 12th

[illegible] steering North east by east running away from the whales so every body thought and becaus there was some land within one or two hundred miles of from us middle and latter part [illegible] same saw nothing this day.

Saturday 13th

[illegible] winds and thick weather steering east middle and latter part the same light winds and a thick Fogg nothing to see sen this day.

Sunday 14th of June 1840.

Light winds and a thick Fogg steering East all out [illegible] and latter part [illegible] [illegible] 157

Monday 15th

Commences with light winds and a thick Fogg still going to the eastward or away from whales the Fogg lighted a little towards the latter part saw a whale and three ships boared the Boats West Boat struck and after a long seige [illegible] very nigh to David's locker took out three lines and lost them all with some craft but saved the whales.

Tuesday 16th

It is so now as we can see about one [illegible] a ship in sight [illegible] whales we are employed in cooking at 4 P M got threw out sulphur as it is called and set the waters commenced Boiling middle part thick Fogg latter employed in cooking more oil.

Wednesday 17th

[illegible] thick weather. middle and latter part [illegible] times it moderate [illegible] [illegible] employed in [illegible] [illegible] [illegible]

Wednesday 17th of [illegible]

Light winds and fair weather [illegible] middle [illegible] and [illegible] whales in sight also two sails [illegible]

Thursday

Commenced Ditto busy engaged in Boiling saw a number of right whales but so busily engaged with one whale could not [illegible].

Friday 19th

Commenced Ditto saw a gam of whales loared the Boats got nothing employed in Boiling towards the Middle and latter part cleared up a little saw more whales loared [illegible] for not getting one to day was all [illegible].

Saturday 20th

Commenced with light winds and [illegible] commenced stowing down lighted a little loared for a whale but came in Jagg and did not strike employed in stowing down

Sunday 21st

Light winds and cloudy weather [illegible] middle and latter the same as commenced.

Monday June 22nd 1846

Light winds and cloudy weather heading [illegible] [illegible] [illegible] [illegible] [illegible]

Tuesday 23rd

Strong winds and thick weather heading to the westward under short sail [illegible] but did not lower after them.

[illegible] 24th

[illegible] strong wind and thick weather saw whales but did not strike middle and latter part saw more whales lowered and got nothing almost enough to discourage the heart of a grindstone also two sails in sigh but not much account allong-side of [illegible] (Sa 45=27 Son 155=28)

Thurs 25th 1846

Commences with light winds and thick weathe had a gam with a Sag-harbor ship she told us they had struck 16 Whales and saw seven middle and latter part clear weather saw a Dead Whale lowered the Larboard Boat to go and see if he was worth saving [illegible] [illegible] time they struck a live one lowered the Boats and when they got up to him he cut his line with his lance and lost him got the Dead Whale allong-side and went to dinner (=No Ob)

Friday June 26th 1846

Commences with light winds and [illegible] raised more whales lowered the Starboard and Bush Boats come on board with nothing took his bone and lipis in and let Inigo lowered again Chief Mate [illegible] part much the same latter part lowered [illegible] got nothing employed in Boiling [illegible] struck then the Bough Boat another [illegible] Waists whale fighting so could not kill [illegible] Bough Whale run some but showed a good chance to kill him whale coming [illegible] to the boat one Man jumped over-board [illegible] had to cut from him come in [illegible] and lost from Waist Whale saved [illegible] whale. Sat 45=50

Saturday 27th

Commenced with strong winds and thick weather. middle part made a finish turned up about 14 Bbls. latter part [illegible] tales did not lo[illegible] [illegible] Sat [illegible] Son [illegible]

Sunday 28th

Commenced ditto all hands employed in scraping bone. middle and latter part the same thick and dirty saw a sail {Sat 46=13 Son 154=42}

Monday 29th

Commenced with light winds and thick weather heading to the Northward by the [illegible] last sail. middle and latter part much the same saw some Finbacks Sat 46=13 Son 154=04

Tuesday June 30th 1846

Commenced with light winds and thick weather steering East saw some Finbacks also one sail steering by the wind East with all sail out {Lat 46=30 Lon 157=54}

Wednesday July 1st 1846

Commenced with light winds and clear weather one sail in sight were ship building to the westward with all sail set saw some Finbacks. Middle and latter part the same heading to northward. {Lat 45=90 Lon 158=07}

Thursday 2nd

Light winds and ~~clear~~ thick weather headding to the northward two sails in sight one a whaling. middle and latter part the same {Lat 46=[illegible] Lon 156=[illegible]}

Friday 3th

Light winds and thick weather one sail in ~~sight~~ sight we are now working to the [illegible] saw whales [illegible] saw the ship employed in freaking out for water and stowing down bal. {Lat 46=12 Lon 158=28}

Saturday 4th July

Commenced with light winds and fine weather [illegible] sail in sight two a boating saw some whales a long ways off. middle the same. latter part saw whales boared the boats but never got nigh them. {Lat 46=48 Lon 158=46}

Sunday July 5th 1846

Commenced with light winds and [illegible] weather [illegible] and [illegible] with a [illegible] not [illegible] he looked as though he had been eatting some-thing on the South side [illegible] we fated him on some of our South side July dinner which was old horse that never had any fat on it. Middle part the same. latter part spoke the ship Pacifick of New Bedford one whale this cruise was three cry 7 Hundred in all. (No Ob)

[illegible]

[illegible] saw a [illegible] Finbacks. middle part about the [illegible]. latter part saw one Whale, lowered down [illegible] could not get fast. (Lat 46=40 Lon 155=54)

[illegible]

Commenced with fine Weather and light Winds [illegible] pooled about 4 miles from the ship after some whales thought to be [illegible] not. middle part the same. latter part saw a right whale lowered down and Hair Brit into him soon had him along-side (No Ob)

[illegible]

commenced with a calm and bitting in at [illegible] and commenced Boyling. middle part the same. latter part saw three whales loared but got nothing two sails in sight. {Sat 48 = or Son 158 = 48}

Thursday 9th

Light winds and fine weather, saw a Whale, loared; the Waste Boat struck and drawed. middle and latter part the same 4 ships in sight: employed in Boyling. {Sat 48 = 15 Son 156 = 56}

Friday 10th

commenced Ditto 5 ships in sight one got a whale. middle part the same. latter part saw more whales loared twise got nothing employed in Boyling. {Sat 48 = 34 Son 156 = 46}

Saturday 11th

[illegible] a chasing whales. middle part calm. [illegible] last strong winds and thick weather loared twise and got nothing. [illegible]

Sunday 12th

[illegible] saw [illegible] employed in stowing down in the Main-hatchway. middle and latter part the same three sails in sight. {Sat 48 = 48 = Son 15[illegible]}

Monday 13th

[illegible]

and fine weather saw one Whale to the windward could not tell what sort of a whale it was. {Sat 48 = 30 Son 156 = 46}

Tuesday 14th of July 1846

Commenced with fine weather saw a plenty of right whales loared twice middle part the same latter part saw a whale loared [illegible] got nothing. Time on Board and had a muss that W Grey one of the Foremast hands struck Warren a term and made him [illegible] stern went to the Old man and told him [illegible] it didn't called him aft and gave him 13 Blows and asked Grey if he was sorry for what he had done [illegible] reply was Yes then had him [illegible] and gave him 37 [illegible] [illegible] Bare [illegible] stern commenced the muss as nigh as I can find out. (No [illegible])

Wednesday 15th

Commenced with fine weather saw a gam of right whales just at [illegible] and [illegible] steering [illegible] 21 [illegible] Friday ~~Tuesday~~ 16th

Strong winds and stormy [illegible] night [illegible] loared the [illegible] Grey in the Boat he said he was not able to go for his back was so sore middle and latter part the same. Sat 48=06 Sou 15=12.

Fryday 17th of July 1846

Light winds and fine weather saw a whale and one ship a cutting boared the Boats Waist Boat struck and with good luck saved the whale saw a ship take a whale we board but could not get a chance we are now busily engaged in boiling. Lat 47-53 Lon 155-48

Sunday 18th

Light Winds and fine weather saw a ship take a whale another one boiling. middle part good weather. latter part saw another ship take a whale along side we are also busily engaged in boiling. Lat 48

Sunday 19th

Light winds and fine weather. middle part the same. latter part saw whales boared the Boats twise the second time Larboard Boat struck and saved him come on board and commenced stowing down. Lat 48

Monday 20th of July 1846

[illegible] and thick weather employed in stowing down the [illegible] middle part [illegible] the [illegible] latter [illegible] employed [illegible] (No 63)

Tuesday 21

Strong winds and thick weather employed in Boyling and stowing down the latter part the same. (No 63)

Wednesday 22

Strong winds and thick weather. middle part [illegible] latter employed in Boyling and stowing down the [illegible] fetchway. (No 63)

Thursday 23 th

Strong winds and thick weather employed in stowing down and Boyling out. middle part bad weather. latter [illegible] a thick fog and all hands with a [illegible] (Lat 48 = 55) [illegible]

Friday [illegible]

Commenced with strong winds and rainy weather [illegible] middle and latter [illegible] (No 63)

Saturday 25th

Light winds and thick fogg employed [illegible] steering south by the wind. middle and latter [illegible] in [illegible] and [illegible] of shoals (No 63)

Sunday July 26th 1846

Commenced with light winds and thick fog with a plenty of rain employed in baking and afterwards in washing off the decks. middle and latter part the same only little more wind. Sat 48=08 Son 157=21

Monday 27th

Light winds and thick weather a plenty of whales in sight but not the right sort. middle and latter part much the same Sat 47=5[illegible] Son 157=1[illegible]

Tuesday 28th

Commenced with strong winds and clear weather. middle part light winds. latter the same standing to the westward by the wind saw whales bared and got nothing Sat 48=[illegible] Son 156=48

Wednesday 29th

light winds and calms saw whales bared the Boats got nothing. middle part calms. latter part [illegible] Sat 48=53 Son 156=0[illegible] whales in sight but not the right [illegible]

Thursday 30th

Commenced with a fine whaling day saw a plenty of wright whales bared the Boats [illegible] and a [illegible] middle and latter [illegible] same saw two ships. Sat 48=09 Son 155=15

Friday 31st

Light winds and pleasent weather saw a whale bared down got nothing. middle [illegible] Sat 48=1[illegible] Son 154=31

Saturday August 1st 1846

Commenced with strong winds and thick weather lights up once and while saw right whales commenced [illegible] such as Hoggs, Scrapers, grampuses and [illegible] others [illegible] middle part the same. latter part saw whales to thick to lower the boats. {No Obs}

Sunday August 2d

Light winds and thick weather spoke the ship Ajack of Barnur 4 whales. middle and latter part thick Fogg saw the ajack {Sat 48=48 Son 154=41} [illegible]

Monday 3d

Commenced with a calm. middle and latter part thick saw nothing but Finbacks {No. Obs}

Tuesday 4

Commenced with lights winds and fine weather. middle and latter part [illegible] Hogg and then quite clear nothing {Sat 48:10 Son 154=18} [illegible] of any account

Wensday 5th

Light winds and thick weather steering for the land. middle part the same, latter part spoke a Dutch ~~Barque~~ ship 4 whales he said he saw the land night [illegible] {Sat 48=09 Son 154=32}

Thursday August 6th 1846

Light winds but rather thick stood in fore the land untill we got into a tide rip saw a large seal & Captain got scared and tacked ship then came in thick and could not see one mile. middle part the same steering to the southward [illegible] all sail cut. latter part sighted up saw a right whale loaded [illegible] time but we saved him after all

Friday 7th

Light winds and thick weather employed in cutting. middle and latter part engaged in Boiling and fitting the Boats for action

Saturday 8th

Commenced Ditto boiling setting up Shooks and nothing worth speaking of after all. middle and latter [illegible] the same.

Sunday 9th

Light [illegible] weather employed [illegible] middle and latter the same

Monday 10th

Light winds and a thick Fogg. middle and latter part the same finished Boiling [illegible]

Tuesday 11th

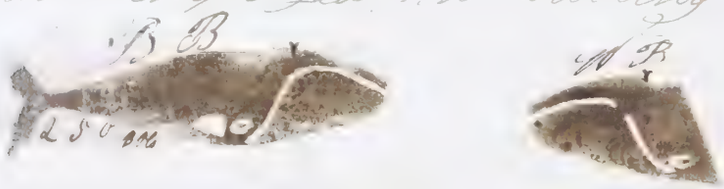
Commenced with a light wind and a thick Fogg employed in stowing down. middle and latter part the same

Wednesday 12th

[illegible] middle part the same. latter part employed in making shooks and mending the Larboard Boat also towing to a ship.

Thursday August 13th 1846

Commenced with light winds spoke the ship Martha of Sagharbour 15 whales this cruise saw whales lowed down the Waiste Boat struck one and then [illegible] Boats [illegible] thick Blud. middle part the same. latter part employed in cutting (No Oil)




[illegible] 12th

Commenced with a strong wind employed in Boiling three ships in sight and a plenty of whale. middle part a moderate gale. latter part 5 ships sight. employed in setting up shooks and boiling out this extra Blubber. (No Oil)

Saturday 15th

Commenced with a gale. took in the Main-top-sail setting up shooks and boiling plenty of whales. middle and [illegible] more moderate stowing down [illegible] after hold. a plenty of whales [illegible] because it was a gale of wind would not lower after them. (Sat 46 = 04)

Sunday 16th

Commenced with a strong breeze stowing [illegible]

waist Boat passoned to one saved him

Monday August 17th 1840

commenced with fine weather and light winds employed in cutting. middle and latter part strong winds employed in stowing down and boiling [illegible] and [illegible] with [illegible] worse than any [illegible]. Lat 45-07

Tuesday 18th

Commenced with fine weather sore [illegible] lowered three boats Chief mate struck had to cut [illegible] employed in [illegible] up [illegible] [illegible]. latter part the same. (No Obs)

Wednesday 19th

Commenced with fair weather employed in setting up shooks and boiling. middle part the same. latter part stowing down. (No Obs)

Thursday 20th

Commenced with thick weather employed in stowing down. middle and latter part the same. (No Obs).

Friday 21st

Commenced with light winds and thick weather employed in stowing down. middle part the same. latter part [illegible] a whale [illegible] gut part [illegible] [illegible] (No Obs)

Saturday 22nd

Commenced with fine weather with a whale alongside commenced [illegible] three steps [illegible] middle part same. latter part finished cutting and [illegible] commenced [illegible] boiling

(No Obs)

Sunday August 23th 1846

Commenced with fine weather [illegible] the [illegible] to [illegible] the cruise we are still Boiling. Bat 45 = 06 Bom 149 = 11

Monday 24th

Commenced with fine weather. middle part the same. latter part [illegible] along side loaded this day truse and [illegible] still Boiling

Tuesday

Commenced with thick weather employed in Boiling. middle part the same. latter part still Boiling and setting up shooks. thick [illegible]

Wens-day 26th

[illegible] still Boiling. middle and latter part the same employed in stowing [illegible] finished Boiling.

Thurs-day 27th

Fine weather one sail in sight saw right whales loaded the Sperm gut [illegible] stowing down. middle and [illegible] latter part [illegible] fast time whale gut fast tuck him side. ~~Bat 21 = 44~~ Bat 45 = 34

Friday August 28th 1845

Commenced with fine weather and a calm commenced cutting in. middle and latter part thick fogg employed in stowing down and Boyling and setting up shooks

Saturday 29th (Sat 45 = 15 Son 149 = 2)

Commenced with a calm and thick fogg employed in Boyling and setting up shooks middle and latter part same employed in Boyling and stowing down. (Sat 45 = 20)

Sunday 30th

Light winds and fine weather so thick [illegible] a little [illegible] Boyling and setting up shooks also stowing down. middle part the same. latter and lightest up saw a whale lowered the Mate and second mate chief mate struck one and then waist struck another it was the largest whale I think ever [illegible] the Mate saved his waist whale never showed any chance to kill him but he acted like a [illegible] crazy and the man [illegible] had on [illegible]

Monday 31st

Light winds and fine weather employed in [illegible] middle and latter part [illegible] winds finished cutting commenced Boyling and stowing down spoke the Jany off St John 5 whales this cruise. (Sat 45 = 22)

[illegible]

commenced with a fair winds and fine weather employed in [illegible] middle and latter part light winds saw whales lowered the Boats and got nothing two ships in sight one Boyling.
we commenced stowing [illegible] (Lat 44=54)

Wednesday 2d

Strong winds and clear weather saw whales did not lower employed in Boyling and stowing down. middle [illegible] the same latter part Boyling and scraping Bone two ships in sight one a Boyling (Lat 44=35)

Thursday 3th

Strong winds and clear weather two sails in sight employed in Boyling and scraping Bone. middle and latter part the same latter part stowing finished Boyling saw wright whales did not lower (Lat 44=39)

Friday 4th

Strong winds and clear weather employed in stowing down. middle part rainy. latter part ~~more~~ moderate gales with rain finished stowing down. (Lat [illegible])

Saturday 5th

Commenced with a gale from the southward and Eastward with rain. middle part more moderate. latter part [illegible] Plenty of whales lowered the Boats Bow Boat got fast and drawed then Starboard struck him and got him to spouting Blud [illegible] head (Lat [illegible])

S. B.

Sunday September 6th

Commenced with a light winds and thick fogg cleared up light allowed off very slow would see that we lie other boats put adrift with the spermaceti and raised them both lain alongside. middle and latter part moderate the same cut in our whale. Bal 44 = 44 = 2 on sevends

Monday 7th

Commenced with strong winds and fine weather employed boiling. middle part a calm. latter part light winds and employed in boiling and setting up shooks.

Tuesday 8th

Commenced with strong winds and thick weather employed in boiling and making up. middle and latter part much the same. latter part boiling and [illegible] [illegible] nothing to add.

Wednesday 9th

Commenced with light winds employed in [illegible] and boiling also. middle part strong winds. latter part moderate gales coast down.

Thursday 10th

Commenced with a gale and rain. middle and latter part more moderate started the [illegible]

Friday 11th

Commenced with strong winds and clear weather employed in [illegible] [illegible] finished [illegible] latter part light winds and [illegible] in stowing down steering East with all sail out for home.

Saturday 12 of September 1846

Fine weather and lights winds [illegible] middle and latter part much the same [illegible]

Sunday 13th

[illegible] employed [illegible] latter part employed in setting up [illegible]

Monday 14th

[illegible] employed in stowing down and making out steering to the eastward with all [illegible] winds employed in stowing down saw nothing. Lat 44=51 Lon 154=09.

Tuesday 15th

Strong winds and fine weather [illegible] hard to work rectifying things. middle part strong winds steering east with as much sail as she could [illegible] studding-sail employed in scraping Bone. Lat 49=52 Lon 159=27

Wednesday 16th

Light winds and fine weather employed [illegible] various jobs. middle part varying latter part strong winds [illegible] employed in washing bone and various other things past a Blasted Whale.

Lat 49 [illegible]

Wednesday September 17th. 1845

Commenced with a fine wind from the North steering east with all sail set. middle and latter part the same. latter part bent the spanker and [illegible] gallant sails

Thursday 18th

Fine weather and winds bent the [illegible] said day heading east south-east with all sail set by the wind took in the top mast studding sail. middle part much the same took in the light sails ship heading south east.

Friday 19th

Commenced with strong winds the ship heading south-east under [illegible] topsails. middle part reefed them. latter part turned out the reefs employed in washing off ship.

Saturday 20th

Commences with strong wind and fine weather employed in washing of, heading North-east set the Main-top gallant sail and [illegible] and latter [illegible] same steering east with all sail sett.

Monday 21st

Commences with strong wind and thick weather steering east set the top mast and lower studding sail. middle and latter part the same steering east with all sail sett.

Tuesday 22nd

Commenced with light North-west winds steering East-by North with all sail set. [illegible] latter part the same employed in mending the Mainsail steering E by N with all sail sett.

Wednesday. Sept 23th 1846.

Commenced with strong winds and fine weather employed in mending the Main-sail and bent it at night sent the Main-royal carried away the yard in swaying it up sent it down and sent up another. middle part more [illegible] light sails [illegible]

[illegible]

Commences with strong winds steering E by N reefed the Fore and Main-[illegible] over them. middle part the same. Latter part made all sail in the Morning one sail in sight employed this day in mending the Foremast-stay-sail and [illegible] one sail and bent the topmast stay-sail.

Friday 25th

[illegible]

engaged in mending the Fore topsail steering S. E by the wind. middle part steering E. S. E one sail in sight. Latter [illegible] moderate gales took in every-thing but Foresail [illegible] the Bough and Waist Boats took the [illegible]

about a Main-yard-breeze nothing out but Fore-sail and close-reefed Main-topsail ship a rowling and tumbling about for want of sail on her the Adeline is now like a proud girl that has got on her washing dress a airing here and there the addeline wants all the Colly Breeks on so as to make her carry a tidy head and then she is every-body and cares for nobody.

Saturday Sept 26th 1846

Commenced with strong winds from the west-ward steering East under foresail and close reefed main-top sail finally commenced making sail. middle and latter part light winds employed in various jobs &c.

Sunday 27th

This morning five hours commences with fine and pleasant weather. the Adeline is going towards Abowee about 8 nots with all sail out to the best advantage the Adeline is a majestick beauty on the water we have nothing to do [illegible] advantage so ends these twenty-four hours.

Monday 28th

Commences with fine and pleasant weather steering East with all sail setth. middle and [illegible]

Tuesday 29th

Commenced with fine weather and [illegible] bone. middle part moderate winds Capt come on deck and ordered sail to be taken in so as he could sleep becaus he carried all sail the night before and could not rest any. latter [illegible] with a moderate gale.

Wednesday October 30st 1846

[illegible] from the westward made some sail. middle part more moderate steering E. by S. with all sail set. latter part light [illegible]

The Number of Whales taken from the time we left home, untill the North-West season was up.

On River La Plata. Larboard Boat

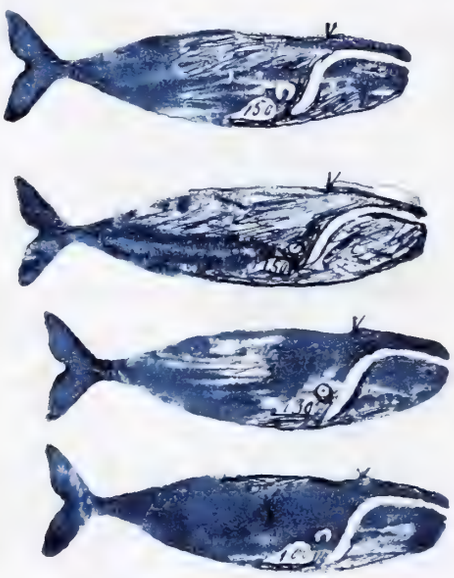
On the Line. Bow Boat

Starboard Boats.

345 Bls

Larboard Boats.

Waist Boats.




530 Bls

~~Bow~~ Bow Boats

325 Bls

240 Bls

Thursday Oct 1st 1896

[illegible] and a calms. middle and latter part much the same employed in bundling bone and Black smithing.

Fryday 2th [illegible]

[illegible] by the wind with all sail out made a finish of our Bone. middle part the same. latter part employed in various jobs {Lat 43:50 Lon 154=29}

Saturday 3th

[illegible] commences with a [illegible] southward and Eastward heading S.S.W with all sail out. latter part ~~heard~~ the [illegible] employed in [illegible] of the bone greek.

Sunday 4th

Commences with moderate winds with all sail out = middle part the same. latter more wind we spent this lords day to the best advantage some one thing [illegible]

[illegible] 5th

Commenced with moderate winds thought to be the trades employed in Bracing out the Fore and main hatches with all sail out so ends these twenty four hours with squally weather. setting up shrouds [illegible]

Commences with strong wind [illegible] in all the light sails: middle part the same. latter part employed in various works with all sail out Heading S. E. by S.

October Wens-day 7th 1846.

[illegible] strong winds and squally weather with all sail set. Middle part [illegible] Latter [illegible] employed in [illegible] on the wind Lat 26 52 N.

Thurs-day 8th

These twenty-four hours commence with strong winds the water employed in varryous jobs. Middle part the same. Latter part to work on the rigging and other jobs so ends these twenty fore hours.

Friday 9th

These 24 hours commences with strong winds and very squally. middle part the same. Latter part employed in varryous jobs so ends these twenty-four hours. Lat 22 = 54 Lon 154 = 56

Saturday 10th

These twenty-four hours commences with strong winds and squally weather. middle and latter part the same; looking for the Sandwich Islands employed in varryous jobs so ends these twenty-forer hours.

Sunday 11th

These twenty-forer hours commences with strong winds and squally weather employed in varryous jobs also expecting every moment to hear from the mast-head Land ho. ~~[illegible]~~ middle part the same. Latter part [illegible] 1 P.M. raised Land two points on the larboard Bow it is the island of Mowee so ends these twenty fore hours with land in sight.

Monday Oct 12th 1846

These twenty-four hours commences with strong winds and clear weather also the sandwich Islands in sight. middle part the same. [illegible] at the island of [illegible] the [illegible] and ends these twenty four hours.

[illegible] 13th

[illegible] and clear weather employed [illegible] middle part [illegible] commences [illegible] the [illegible] starboard watch on [illegible]

[illegible] day 14th

[illegible] weather larboard watch on shore. middle part the same. finished painting ship and carrying stores on shore so ends these twenty-four hours.

Thursday 15th

[illegible] weather starboard watch on shore larboard watch carrying wood on board &c

Friday 16th

[illegible] on board of the [illegible] larboard watch on shore the other watch carrying boxes on board of the ship [illegible] carried a rope [illegible] for water.

Saturday 17th

[illegible]

Sunday Oct 18 th 1874

Larboard watch on shore nothing to do of any consequence becaus it is the lords day.

Monday 19 th.

Starboard watch on shore the Larboard watch engaged in varryous jobs so ends these twenty fore hours.

Tuesday 20 th.

Eighteen years old this day of our lord with fine weather Larboard watch on shore starboard watch got of a raft of watter and several other things so ends these twenty fore hours.

Wednesday 21 st

Fine weather starboard watch on shore Larboard watch employed on turkey island for fruit and varryous other jobs.

Thursday 22 th

Fine weather Larboard watch on shore starboard watch employed in stowing down Watter and Molasses so ends these twenty four hours.

Friday 23 rd

Fine weather starboard watch on shore larboard watch sending up the topgallant-yards and getting ready to go to Washington so ends these twenty-four hours

Saturday 24 th

Fine weather at daylight [illegible] anchor for washington [illegible] first part tow in sail and laped of mid on latter part cast anchor so ends these twenty [illegible]

Sunday Oct 25th 1846

Commenced with moderate winds and clear weather Capt and Chief mate went on shore nothing to do on account of being the sabbath day, middle part the same. Latter part Capt and second mate went on shore and shipped two men so ends these twenty-four hours.

Monday 26th

Commenced with light winds and clear weather Capt came on board and [illegible] the [illegible] hove up and sail made this was done [illegible] [illegible] out for sea starboard watch eight hours out. Middle part strong winds [illegible] latter [illegible] [illegible] hours.

Commenced with moderate winds all sail out course S by E. Middle part strong winds under double reefed topsails. [illegible] 2 part [illegible] clearing [illegible] hours.

Wednesday 28th

Commenced with a double reefed topsail breeze. Middle part the same. Latter part employed in setting up the fore top gallant mast [illegible] so ends these twenty four hours.

Thursday 29th 1846

Commenced with a [illegible] middle and latter part parts the same so ends these [illegible] hours.

[illegible]

These 24 hours commences with a hold sail [illegible] middle and latter part the same course S. by W so ends these twenty-four hours.

Saturday [illegible]

These 24 hours commences with a hole sail been middle part took in the topmast studding-sail and topgallant-sails. Latter part made all sail the watch employed in varry-ous jobs course S by W so ends these 24 hours.

~~Sunday~~ ~~Th~~

Sunday. November 1st 1846.

Commences with moderate winds and squally weather. Middle and latter parts [illegible] rain at times engaged in taking in [illegible] so ends these 24 hours.

Monday 2st

These 24 hours commences with a hold sail [illegible] at times light [illegible] employed in taking in [illegible] making sail. Middle and latter part the same so ends these 24 hours.

Tuesday 3rd

These 24 hours commences with moderate winds and squally weather the watch employed in mending sails so ends these 24 hours.

Thursday 4th 1846 Nov

These 24 hours commences with a large wind and light squalls the watch employed in taking out the Main [illegible] a top-gallant-studding-sail to wrip [illegible] latter part employed in mending sails so ends these 24 hours.

Thursday 5th

These 24 hours commences with moderate winds and clear weather employed in mending sails. Middle and latter part the same so ends these 24 hours, across the line.

Friday 6th

These 24 hours commences with moderate winds [illegible] the officers [illegible] the Maintopsail. Middle part the same. latter part employed in varryous jobs so ends these 24 hs

Saturday 7th

commences with moderate winds [illegible] varryous jobs. Middle part fine weather looking [illegible] much to do of any consequence [illegible] 24 hours.

Sunday 8th

[illegible]

Monday 9th 1846

[illegible] commenced with [illegible] usually weather. Middle part [illegible] in double reefed topsails and stood quarter watches. Latter [illegible] started the works so ends these 24 hours.

Tuesday 10th

These 24 hours commences with moderate [illegible] and clear weather employed in boiling. Middle part finished the whale [illegible] Latter part employed in mending [illegible] and various other jobs so ends these 24 hours.

Wensday 11th

These 24 hours commences with light winds employed in various jobs, carpenter mending the main-topmast-cross-trees. Middle part [illegible] other. Latter part [illegible] the cutting pennants so ends [illegible] 24 hours.

Thursday 12

These 24 hours commences with moderate winds and cloudy weather employed in mending the cutting [illegible] to course S.S.E. Middle [illegible] moderate winds course S.S.W. [illegible] part [illegible] so ends these 24 hours.

[illegible] 13

These 24 hours commences with moderate winds [illegible] employed in [illegible] Middle [illegible] mending. Latter part employed [illegible] the out-side iron-works and painting so ends these 24 hours.

Saturday Nov 14. 1874

These 24 hours commences with moderate [illegible] and clear weather employed cleaning and painting the iron work out side of the ship Middle part light winds and cloudy Latter part finished cleaning and painting so ends these 24 hours.

Sunday.

These 24 hours commences with smooth and clear weather employed in taking the Tore hold to stow down the last cargo but cash not fitting [illegible] not stow down the oil but stowed off then pumped ship and washed decks. Middle part fine weather Latter part moderate winds not much to do so ends these hours.

Monday 16th

These 24 hours commences with moderate winds and cloudy weather employed in various jobs raised [illegible] these hours Middle part light winds Latter part strong winds employed ships duties so ends these 24 hours.

Tuesday 17th.

These 24 hours commences with moderate [illegible] weather employed in ship duties Middle part strong winds Latter part employed in mending the Fore and Mizen topsails so ends these 24 hours

[illegible]

These 24 hours commences with strong winds and cloudy weather with all sail set employed in sending up the cutting [illegible] Middle part strong winds [illegible] part employed in taking out the [illegible] in hatches for stowed and carrying on [illegible] article so ends these 24 hours.

Thursday 19th

Commences with strong winds and cloudy weather with all sail set employed in stowing off the hatches Middle part took in the light sails and double reefed the topsails Latter part employed in reefing topsail also wore ship so [illegible]

Friday 20th

These 24 hours commences with a light gale under close reefed fore and main topsails and Foresail Middle part [illegible] sail so ends these 24 hours.

[illegible] day 21st

[illegible]

Fore topsail also [illegible] the [illegible] so ends these 24 hours.

Sunday 22

These 24 hours commences with strong winds and rainy Middle part wind abating hoisted the reefs out of the topsails and set the Mainsail also [illegible] so ends these 24 hours

Nov 23th 1846 Monday

These 24 hours commences with a strong

top [illegible] middle part the [illegible] sent up the topsail also sent down the ~~the~~ topgallant sail [illegible] ends these 24 hours.

Tuesday Nov 24th

These 24 hours commences with a hold sail breeze sent down the Mizen top-gallant [illegible] middle part [illegible] but very squally took in the topgallant-sail last [illegible] Fore and Main [illegible] sail also [illegible] sail and fill Latter part turned one reef [illegible] ~~Wednesday~~ [illegible] Nov 25th

These 24 hours commences with fine weather crossed the Meridian ~~[illegible]~~

Wednesday 25th

These 24 hours commences with strong winds employed in sending down the Fore-top-gal-lant yard also employed in overhauling the rigging and blocks Middle part strong winds Latter part employed in ship's duties so ends these 24 hours.

[illegible] 26th

These 24 hours commences with a top-gal-lant-sail breeze brace S. West employed in overhauling sits and Hoofrops also Brace-blocks Middle part stiddy winds with all sail out Latter part employed in various duties so ends these 24 hours.

Made a mistake in reckoning on account of crossing the Meridian this is a humbugging mess

Sunday November 29th 1846.

These 24 hours commences with moderate winds [illegible] employed in [illegible] middle part light winds coarse South & West latter part a [illegible] wind so ends these 24 hours.

Monday 30

These 24 hours commences with a calm middle part light winds latter part employed [illegible] in [illegible] so ends these 24 hours, latter part

Tuesday 1st

December

These 24 hours commences with moderate winds employed in [illegible] middle part the same coarse stuff and [illegible] latter part employed in mending sails so ends these 24 hours.

Wednesday 2d

These 24 hours commences with moderate winds and clear weather employed in mending sails middle part the same latter part employed in mending sails so ends these 24 hours.

Thursday 3

These 24 hours commences with moderate winds and [illegible] weather employed in [illegible] middle part a calm latter part cloudy carried a snufish employed in [illegible] so ends these 24 hours.

December Friday 4th 1846

These 24 hours commences with [illegible] winds and [illegible] weather employed in ship duties [illegible] light winds and [illegible] employed in [illegible] out and making a Blubber-room so ends these 24 hours. Lat 34=36 Lon 170=15

Saturday 5th

These 24 hours commences with moderate winds and clear weather employed in stowing off the Blubber-room caught another [illegible] Middle part moderate [illegible] the North and Eastward course S½ E. Latter part strong breezes course West so ends these 24 hours. Lat 35=40 Lon 169=11

Sunday 6th

These 24 hours commences with strong breezes course West [illegible] in ship duties. Middle part took in sail and stood Boats crews Latter main sail raised a sail two points on the Larboard-bow spoke her it was the ship Ann-Batts of Liverpool bound to China so ends these 24 hours.

Monday 7th

These 24 hours commences with moderate winds and clear weather one sail in sight. Middle part took in sail [illegible] ship duties [illegible] these 24 hours.

Tuesday 8th

These 24 hours commences with moderate winds and clear weather employed in ships duties steering [illegible] the wind Middle part took in sail Latter part raised a sail running before the wind so ends these 24 hours with one sail in sight.

December Monday 7th 1846

These 24 hours commences with fine weather employed in ships duties spoke the ship ~~[illegible]~~ Young [illegible] of Stonington [illegible] 36 months out [illegible] Middle part a light [illegible] Latter part raised whales breeching thought to be [illegible] but [illegible] the [illegible] thought it know use to chase tacked ship [illegible] [illegible] to [illegible] [illegible] this [illegible].

Tuesday 8th

These 24 hours commences with strong winds and cloudy weather: plenty of Finbacks in sight were ship wind abating left a heavy swell: Latter part set double reef topsails; these 24 hours ~~commences~~ ends with good whaling weather.

Wednesday 11th

These 24 hours commences with fair weather a plenty of Finbacks in sight wet hold fore the first time tacked ship and then took in sail: Middle part fair weather: latter part tacked again beating to the Eastward; [illegible]

Saturday 12th

These 24 hours commences with strong winds and squally weather tacked ship took in all sail exceptain double reef fore and main topsails with starboard tacks aboard: latter part employed in ships duties [illegible] these 24 hours.

Sunday 13th 1844

These 24 hours commences with fine weather employed in ship's affairs. Middle part took in single reef topsails; latter part [illegible] off [illegible] board, but did not change boats crews [illegible]

Monday 14th

These 24 hours commences with fine and pleasent weather sailing with ~~sail~~ the same sail staring the [illegible] and Flying-jibb then beat her one mile out off C. Middle part took in double reef fore and driven top sails also single reef main latter part fine weather with all sail set so ends these 24 hours.

Tuesday 15th

These 24 hours commences with fine weather employed in ship's duties. fore the first time took a turn. also wet [illegible]. Middle part took in single-reef-topsails and set [illegible]; the watch employed in making sail latter part employed in various jobs course S. East so ends these 24 hours.

These 24 hours commences with fine wind clear [illegible] Fer; Course S. East. Middle [illegible] close reef main-top-sail: wore ship and the course S. West. Latter part the watch employed in making sail, as the wind veered; course N. S. West: so ends these 24 hours. with all sail set.

December Thursday 17th 46

These 24 hours [illegible] moderate
winds and cloudy weather at 4 P.M.
raised a school of Black-fish boared the
[illegible] Lay [illegible] and [illegible]
chased awhile and finally gave them up
Middle part took in sail. Latter part
employed in coiling lines and fitting
irons on purpose for catching [illegible]
caught a sunfish about 12 feet long
these 24 hours ends with a calm.

Fryday 18th

These 24 hours commences with a calm
employed in working hole down [illegible]
fore M-Masses Middle part a calm
Latter part raised a sail spoke her
it was [illegible] Bk Ladies of Harwour
19 Months out hundred bbls [illegible]
Capt [illegible] went on board and had
a gam so ends these 24 hours.

Saturday 19th

These 24 hours commences with
thick weather sailing with said
Bk sparring her Main top gallant sail
and [illegible] raised [illegible]
to be a schoonner Middle part fine
Weather. Latter part raised another sail
took chase to her so ends these 24 [illegible]
with all sail out in chase of a ship.

Sunday 20th

These 24 hours commences with fair and
[illegible]
Ship Sharron of Fairhaven 18 Months out
6 [illegible] 1[illegible] of Sperm ~~Capt~~
had a gam. Middle part fine weather Latter part
strong [illegible] said ship [illegible]
24 hours.

December Monday 21st 1846

These 24 hours commences with strong and cloudy weather top. The [illegible] abreast the Sharon to come up had a strong jam; wind freezing up hard came on board and took in double reef topsails Sharon bearing 2½ points on the weather bow about 2 Miles off soon over-hauled her going ¼ of a Mile to the windward then furled the fore [illegible] topsails at 4 A M furled every-thing [illegible] close reef Main topsail and hove to ship to. Sharon 2 points on the lee bow with double reef topsails: at 5 A M [illegible] ship Middle part a light gale [illegible] the Northward and Westward. Latter part saw the Sharon laying with her main-yard aback saw her catch a number of Blackfish so ends these 24 hours with all [illegible]

Tuesday 22nd

These 24 hours commences with strong winds and light squalls 5 sails in sight Sharon about 2 miles to the leeward Middle part strong winds Latter part set double reef topsails at 10 P M furled every-thing except double-reef Main topsail and hove-to lashed the wheel 3 sails in sight so ends

Wensday 23rd

These 24 hours commences with a light gale at 5 A M close reef the Main topsail Sharon about 1½ Miles to the leeward. Middle part wind [illegible] set double reef topsails at 4 P M squared the yards bowse [illegible] Mast steering in for the land with all [illegible] so ends these 24 hours.

December Thursday 24th 1846

These 24 hours commences with strong winds and cloudy weather coarse N. by West [illegible] winds carrying all sail going to the Northward Latter part moderate winds so ends these 24 hours.

Fryday 25th

These 24 hours commences with strong winds and light squalls running to the Northward with all sail set Middle part took in all sail except in double reef main topsail and Foresail Latter part made all sail coarse N. by East so ends these 24 hours.

Lat 35-43 Lon 169-21 Saturday 26th

These 24 hours commences with fine weather a few fribacks in sight Middle part took in double reef topsails morning [illegible] made sail Latter part [illegible] Gone to get out water so ends these 24 hours.

Lat 37-21 Lon 171-11 Sunday 27th

These 24 hours commences with fine and pleasant weather employed in veting hole raised a carcass lowered the low Boat to see if it was one that had lately been caught. Middle part carried all sail. Latter part tacked ship and stood to the Northward and Westward so ends these 24 hours.

Monday 28th

These 24 hours commences with fine and pleasant weather coarse S. E. by S. Middle part the same. Latter part raised a school of [illegible] lowered the boat Starboard, Larboard and [illegible] got [illegible] Three would make from 60 to 70 Bbls so ends these 24 [illegible]

December Tues-day 29th 1846

These 24 hours commences with fine weather employed in cutting [illegible] Middle part started the works. Latter [illegible] boats. Larboard boat struck and saved [illegible] Waist boat struck and drawd: [illegible] the Mates whale along side and got dinner so ends these 24 hours.

[illegible] day 30th

These 24 hours commences with strong breezes employed [illegible] out in the fore hold for pipes casks and then started the works. Middle part: the weather being so bad cooled down Latter part the same with the Starboard quarter boat turned up so ends these 24 hours.

[illegible]

These 24 hours commences with strong winds and heavy swell at 5 A.M. raised a sail started the works. Middle part the same in routing among cask two men got there legs lightly jamed by the casks slipping. Latter part spoke the ship Corea of New-London Maritis out with 200 BBls or there- [illegible] ends the year 1846 with spurm oil deck. and still trying out.

Friday 1st 1847

The old year is past, and the new one come at last, and the ot delivies crew to work on spurm oil. at Middle part the same latter part raised Land also one sail [illegible]

I wish you all a happy new year [illegible]

Saturday January 2th 1847

These 24 hours commences with a whole topsail breeze but the Fore and Mizzen-topsail at 6 A M called all hands and took in the Fore and Mizzen-topsails. Middle part stood Boat-crews and finished bailing casks [illegible] so ends these 24 hours.

[illegible]

These 24 hours commences with fine weather and [illegible] carrying jobs. Middle part took in [illegible] sail except [illegible] reef [illegible] Latter part spoke a Bark belonging to Hobertown with 1250 lbs of oil not knowing what kind [illegible] the winds coarse S. E by S. so ends these 24 hours.

[illegible]

These 24 hours commences with strong winds coarse S. E by S. Middle part took in all sail except lain [illegible] reef Main topsail and hove the ship to the wind. Latter part took out the [illegible] sail making preparations to stow down; in the meane time we hoisted out an eight barrel cask which had been filled, from off it had filled out, so ends this 24 hours.

Tuesday

These 24 hours commences with nice weather [illegible] Royal in stowing down Middle part [illegible] weather. Latter part the same employed in stowing down as commenced.

Navigation Sunday 6th 1849

These 24 hours commences with a calm at 2 ot M stowed of the after hold with provisions then ~~broke~~ broke out the [illegible] and stowed a compell of cask that [illegible] at 4.4 M stowed the Hose on as [illegible] and started it into the Hank made a [illegible] course from and hail [illegible] in it out of the cask so as to have [illegible] in readiness to put oil in. Middle part light winds carrying on sail course S. E. by S. latter part employed in dividing between decks so ends the 24 hours with with two Dgs of Square on mid we left the Sandwich Islands.

Monday 7th

These hours commences with [illegible] course S. E. by S. running before the wind at 2 ot M hauled shaft on the wind with Starboard tack aboard heading S. W. by W. Middle part strong winds carrying to under close reef main-top-sail and fore-sail. latter part made all sail reefed main topsail on trail. These 24 hours ends with a thick fogg and light rainsqualls.

[illegible] commences with thick fogg and light rainsqualls called all hands and double reefed the fore and main topsail [illegible] the main topsail [illegible] middle part took in the fore-topsail and the latter part made all sail [illegible]

January Saturday 9th 1847

These 24 hours commences with fine weather and light winds brace to port Middle part [illegible] all sail except double reef Main-top-sail and Foresail Latter part made all sail land in sight [illegible] Blackfish [illegible] the Boats. Starboard got 3 Larboard 3 Fast 4 Bow 3 took them along side and commenced hoisting them in These 24 hours ends with 13 Blackfish on decks

Sunday 10th

These 24 hours commences with fine weather employed in clearing away Blackfish [illegible] the [illegible] of decks. Middle part took in all except [illegible] Foresail and fibs Latter part made all sail exceptain Mainsail started the works these 24 hours ends in boiling.

Monday 11th

These 24 hours commences with fine weather employed in coiling at 4 ct. [illegible] in all sail exceptain double reef [illegible] ends these 24 hours.

[illegible] 12th

These 24 hours commences [illegible] employed in warping [illegible] at 2 ct 4b tacked ship. Middle part took in sail exceptain double reef Fore and Maintops-ails also Foresail. Latter part fine weather made all sail [illegible] Boats a number of Finbacks in sight so ends these 24 hours.

January Wensday 12th 1847

These 24 hours commences with strong winds at 2 ½ AM had a heavy squall clewed down all topsails and double reefed them. Middle part took in all sail exceptain double reef Fore and [illegible] sail squared the yards brace of by E a number of Finbacks in sight so ends [illegible]

Thursday 14th

These 24 hours commences with strong [illegible] Middle part took in all sail exceptain fast reef Mainsail and hove the Ship [illegible] the wind. Latter part made all sail [illegible] so ends [illegible] 24 hours.

Friday 15th

These 24 hours commences with fine [illegible] land at 3 ½ AM tacked ship beating to the windward at 3 ½ AM [illegible] 2 sails in sight middle part furled the Mainsail and double reefed the Top-sails Latter part tacked ship and stood in shore again so ends these 24 hours.

Saturday 16th

These 24 hours commences with fine weather at 1 ½ AM tacked ship and stood off shore 4 sails in sight. Middle part double reefed the topsails. Latter part made all sail employed in various parts so ends these 24 hours.

January Sunday 17th 1847

These 24 hours commences with fine weather steering [illegible] the all sail set at 2 AM wet hole then washed [illegible] Middle [illegible] the topgallantsail and double reefed the topsails standing of shore Latter part a hole topsail breeze [illegible] stood in shore [illegible] signal flying kept off and spoke her it was the London Packet of Harr-Haven 86 Months out 25 hundred 2 of it whale-oil bound into the bay of Islands [illegible] these [illegible] 24 hours.

Monday 18th

These 24 hours commences with a hole sail breeze but under double reef topsails and courses hauled up so as the London packet [illegible] were ship and stood off shore Middle part the same at 2 AM tacked ship and stood in. Latter part spoke the ship bound out Pilot came on board and stood in fore the Sand at 9 PM came to anchor in Mongey-nere bay so ends the 24 hours.

Jan 19 Tuesday 19th 1847.

Made preparations fore braking out and coppering. Middle part 6 watches Latter part commenced braking out [illegible] all hands stowed away before breakfast then turned too after Breakfast denyed again [illegible] several [illegible] turned to finished the [illegible] then commenced in the [illegible] at 2 then discharged 5 runners all [illegible] back except [illegible] carpenter finished the Mains and commenced [illegible] after hole finished coppering gave one days Liberty

[illegible] water filled [illegible] to heave up anchor 3 men went aft to the old man for their discharge he [illegible] the sun have up anchor and put to sea sent 2 of the men ashore and kept the other one in Irons shifted two men and varryous other menuvers &c &c

[illegible] Wednesday 10th 1847

Fine weather employed in running the [illegible] and [illegible] [illegible] 4 Boats crews. Latter part employed in varryous Jobbs so ends these 24 hours.

Thursday 11th

[illegible] employed in varryous Jobbs spoke the Bark [illegible] of Bedford 6 months out 2[illegible] bbls of sperm. Middle part [illegible] in all sail except tain double reef [illegible] and [illegible] Latter part made all sail 4 sails in sight so ends these 24 hours.

Friday 12th

Employed in varryous Jobbs 4 sails in sight spoke the [illegible] of London 2 years out 85-0 bbls of sperm [illegible] out 115-0 bbls all sperm. Middle part took in Main-top-gall-ant-sail and double reef top-sails Latter part made all sail so ends these 24 hours.

Saturday 13th

Fine weather employed in varryous Jobbs [illegible] Latter part made all sail so ends these

2 [illegible]

Sunday 14th 1847 February

commences with fine weather employed in various parts. Middle part took in Main top gallant sail and double reefed topsail and [illegible] topsails Latter part under all sail so ends these 24 hours

Monday 15th

commences with fine weather. Middle part took in the Main top gallant sail and single reefed the topsails. Latter part a double reef topsail ~~beef~~ ~~bacx~~ beer so ends these 24 hours employed in [illegible] after a grindstone.

Tuesday 16th

commences with a double reef topsail beer Middle part took [illegible] sail except the close reef Main topsail and foresail. Latter part made all sail break out fore Mollasses in the cabbin Stervard had got enough and there was about 2 quarts left in a bucket the [illegible] but made one of the men put it back into the cask this is what the call a mean caper so ends these 24 hours.

Wensday 17th

commences with light winds and tremendous black clouds arrising from the Westward at 4 ct 8 raised a sail on the Larboard bow Middle part took in all sail except lands up Main and fore topsails. Latter part [illegible] made all sail employed in various jobbs so ends these 24 hours.

Thursday 18th February 1847

These 24 hours commences with a calm at 5 A M Lowered the starboard boat and spoke the ship John Bogsdell of [illegible] 32 Months out 11 hundred all spurm. Middle part took in all sail except double reef fore and main top-sails. Latter part fine weather with all sail out so ends these 24 hours.

Fryday 19th

Commences with fine weath. employed in varryous jobbs at 5½ A M raised a whale thought to be a spurm one but did not [illegible] for either. Lowered the Larboard and Waist boats but did not see the whale again come on board took in all sail exceptain double reef main-top-sail and foresail spoke the ship Gangis of Stamfordhet 19 Months out 11 hundred [illegible] had a gam among the [illegible] whits Captains on board of the John Bogsdell Chief mates on board of the Adeline Gibbs Seconds mates on board of the Gangis gamed untill 12 O clock at night. Latter part boath [illegible] — [illegible] passed along wittin 2 Miles of it so ends these 24 hours employed in setting up the fore and

Saturday 20th

[illegible] of a blow employed in setting up the fore and Aft [illegible] stays. Middle part [illegible] in all sail except double reef [illegible] topsail and [illegible] Latter [illegible] all sail [illegible] in sight [illegible] ployed in varrious jobbs so ends these 24 [illegible]

Sunday 21st of Feb 1847

commences with strong winds employed in cleaning out the trypots at 4 A M [illegible] the Middle part took in all sail [illegible] double reef the and Mainsail [illegible] the [illegible] thought to [illegible] ship [illegible] Latter [illegible] all [illegible] tached ship in [illegible] of a [illegible] so ends these 24 hours.

Monday 22d

commences [illegible] light wind [illegible] hose [illegible] named Henry A [illegible] tacket 2 [illegible] spun. mizzen sail took in [illegible] double reef Main-topsail and Foresail [illegible] to [illegible] company with said ship heavy [illegible] commenced the rain at 4 A M [illegible] given since noted the [illegible] so ends these 24 hours.

Tuesday

commences [illegible] reef [illegible] the night [illegible] in the [illegible] the Main-top-sail [illegible] watch [illegible] Foresail up. Latter part set double [illegible] so

Wednesday 24th

commences [illegible] the [illegible] of [illegible] tacket. [illegible] Latter part set double reef [illegible] sail at 10 A M [illegible] Main-top-sail so ends these 24 hours.

Thursday Feb 25th 1847
commences with a light gail laying
to under close reef Main-topsail.
Middle part the same. Latter part
[illegible] the foresail [illegible]
[illegible] so [illegible] then
ship so ends these 24 h[illegible]

Friday 26th

commences [illegible] at 2 A M wore ship at 6 A M
spoke the ship [illegible] of
Nantucket 27 Months out 67 hundred
all spurm boats crew came on board
but did not stay long. Middle part
[illegible] sail [illegible] close reef
Main-top-sail and foresail in company
with [illegible] Latter part [illegible]
Mount Vernon raised a school of spurm
whales set her signal and [illegible] the
board the boats but did not [illegible]
got one 30 Bbl whale. hoisted up our boats
and [illegible] the Larboard-tack so ends
the 24 hours [illegible] 15

Saturday 27th

commences with fine weather at 4 A. M
wore ship. Middle part carried double
reefed top-sails also Foresail. Latter part
made all sail raised a school of
Blackfish board down but did not catch
any so ends these 24 hours.

Sunday 28th

commences with [illegible] Middle part
N double reefed the tops-sails. Latter part
still a calm mad all sail in company
of said ship so ends these 24 hours.

Monday. March 1st 1847

This months commences with a calm Middle part hauled the fo-arses up and double reefed the topsails hauled the Main-topsail aback and layed all night. Latter part made all sail at 7 A M raised a school of spurm whales lowered the boats chased one till 1 P M then come on board and hoisted up so ends these 24 hours. Lon 178=12 Lat 30=28

Tuesday 2nd

commences with fine weather raised Breeches could not tell what they was did not see them again at 6 A M tacked ship. Middle part double reef topsails. Latter a double reef topsail [illegible] ds these 24 hours

Wednesday 3rd

at double reef topsails [illegible] furled every-thing exceptain close reef Main topsail. Latter part set double reefed topsails [illegible] at 10 [illegible] to furl every-thing exceptain Fore and Main-spencers took the Bow and Waist boats in on deck turned up the quarter boats then set the Main top-sail and wore around so ends these 24 hours with a heavy gail.

Thursday 4th

commences with a heavy gail wind still keeping had to furl the Main-top sail. Middle part set the ~~main~~ same Latter part onbent the Main-tops-ail to mend it put the boats on the crains again and set double reef tops-ails so ends these 24 hours employed in mending sail and topsail

From March 1st 1847

Commences with light gale at 2 A.M. last the Main topsail and reefed it then furled the sail and layed to. Middle part same other part set double reefed topsails and Main sails so ends

Day 6th

[illegible] 2 A.M. spoke the ship General Pike of New Bedford 15 months out 600 Bbls of sperm 150 off [illegible] Middle part took in every-thing except Main double reefed Maintopsail and Fores-ail. Latter [illegible] topsails [illegible] the yards [illegible] 6 A.M. East so ends these 24-hours.

Sunday 7th

Commences with a strong [illegible] of oil wet hole at 4 A.M. double reefed [illegible] and layed to the wind. [illegible] A.M. furled every-thing except-ing close reefed Main topsail expect-ain a heavy [illegible]. Latter part set double reefed topsail so ends these 24 hours.

Day 8th

Commences with a strong wind [illegible] Fore and Main-topsails spoke the bark Wallaby of Robertown 2 Months out clean Middle part furled the Fores-ail and close reefed the Main topsail [illegible] yed to. [illegible] part wore ship and set whole topsails so ends [illegible] 24 hours.

March Tues-day 9th 1847

Tremendious swell but light [illegible] one sail in sight called her a brig Middle part [illegible] ain-tops [illegible] Fore-sail latter part [illegible] all sail so ends these 24 hours.

Wens-day 10th

commences with a light wind but a heavy swell employed in bending a new Foretopsail and Mainsail. Middle part carried all sail standing half watches Starb 8 hours out bound to the southward right [illegible] latter part fine weather employed in [illegible] the old [illegible] so ends

Thurs-day 11th

[illegible] ces with light winds [illegible] in carry-ons jobs Middle part [illegible] air yards latter part employed in mending the [illegible] ends these 24 hours.

[illegible] 12th

Commences with a fresh [illegible] wind in [illegible] it. Middle part [illegible] latter part employed in carryons jobs so ends these 24 hours.

Saturday 13th

Commences with a whole sail breeze employed in carryons jobs. Middle part a strong breeze double reefed the Fore and [illegible] latter part [illegible] another reef in the Mainto[illegible]sail so ends these 24 hours.

March Sunday 14th 1847

Commences with a double reefed topsail breez squair yards. Middle part the same course S.S.E. East. turned up the Starboard, Waist. and [illegible] a [illegible]. Latt. part made all sail and wore ship on account of a change of wind and double reefed the tops-sails had fresh pork fore dinner so ends these 24 hours.

Monday 15

Commences with light winds employed in making sail. Middle part a calm. Latter part employed in varryous Jobs so ends these 24 hours.

Tuesday 16th

Commences with a [illegible] employed in various jobs. Middle [illegible] Latter part [illegible] so ends

Wednesday 17

Commences with a light wind employed in ships affairs. Middle part a whole sail breez. Latter part double reefed the topsails employed in bagging sinnet so ends these [illegible]

Thursday 18th

Commences with a double reefed topsail breez raised a several Windbacks. Middle part the wind [illegible] a little. Latter part employed in making all sail so ends these 24 hours.

Fryday 19th

Commences with a light breez but very appearance of a [illegible]. Middle part [illegible] raised a [illegible] but did not get nigh enough to fasten so ends these 24 hours.

March Saturday 20th 1847

Commences with fine weather, steering to the Eastward - Middle part tacked ship and took in all sail exceptain close reefed Main-top-sail and Foresail sood Boats crews. Latter part made double reefed [illegible] Mainsail [illegible] blowing up and comeing Faggy furled every-thing exceptain close reefed Main-top-sail lashed the wheel and [illegible] so ends these 24 hours.

Sunday 21st

Commences with a light gail from the Eastward bring [illegible] close reefed Main top sail killed the Billy-goat. Middle part the same. Latter part thick fagg sut double reefed top-sails standing to the Westward ~~[illegible]~~ Second Mate had another man with [illegible] the [illegible] forward [illegible] he could [illegible] the second mate darted off with a gaff to throw at the man [illegible] did not have spunk enough to throw it all hands stood by to light in case of necessity so ends these 24 hours.

Monday 22ch

Commences with a strong breez and a thick fagg. Middle part took in all sail exceptain close reefed Main-top-sail. Latter part made all sail being quite clear so ends these 24 hours.

Tuesday 23d

Commences with light [illegible] fagg at [illegible] a sail squared a way and [illegible] fore [illegible] at 4 PM lowered the Waist Boat and [illegible] of her crew [illegible] Middle part [illegible] all sail exceptain double-reefed [illegible] with said ship [illegible] 30 [illegible] at 1900 [illegible] 260 of it spunn. Latter part made all sail [illegible] by spells at 11 8 AM raised a right whale [illegible] the Larboard, Waist & Bow Boats did not [illegible] these 24 hours.

March. Wednesday 24th 1847

Commences with fine and pleasant we[illegible] the boats of chasing whales at 2 P M came on board and hoisted up at 4 P M tacked ship at [illegible] P M [illegible] Salem [illegible] left came on board [illegible] whale. Middle part took in all sail except main double-reefed [illegible] gaff [illegible] gaff [illegible] before the wind course N. N. West. Latter part clear by spells a number of finbacks in sight so ends these 24 hours.

Thursday 25th

Commences with a light wind [illegible] Then [illegible] the starboard Westward Salem still in sight. Middle part took in all sail except main double reefed and main topsail [illegible] latter part made all sail [illegible] westward so ends these 24 hours.

Friday 25th

Commences with fine weather. Middle part carried [illegible] except main [illegible] sails [illegible] in shore. Latter part made all sail square yards course W. N. West a number of finbacks in sight so ends these 24 hours.

Saturday 26th

Commences with fine weather. Middle part to[illegible] in all sail excepting double reefed fore and main-top-sails. Course S. W. by West. Latter part made all sail employed in bracing & squaring the yards running to finbacks so ends these 24 hours.

Sunday 27th

Commences with fine wea[illegible] course W. S. West employed [illegible] wetting hole break out fore [illegible] at 5 P M raised a whale showed a great number of [illegible] Middle [illegible] except [illegible] and main-topsail [illegible]

being a mistake [illegible] it is rectified in [illegible] Feby 12th 1848

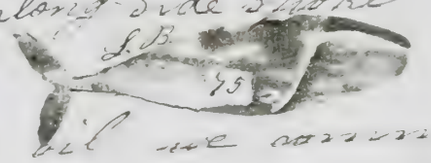
and layed too. Latter part Sand in sight made all sail at 8 P M wore ship stood of shore at 9 P M hove the dipsey-lead we were in 65 fathoms of water at 9½ lowered the Waist Boat to go a fishing so ends this 24 hours.

Monday 28th

Commences with fine and pleasant weather a number of Finbacks in sight lowered the Larboard, Waist, & Bow Boats to kill one the Second Mate killed one and did not save him. Middle part took in all sail except double reefed Maintopsail & Foresail standing of shore. Latter part made all sail so ends this 24 hours.

Tuesday 29th

Commences with fine weather raised a right whale. Lowered the Boats Larboard Boat struck and soon had him along side spoke the ship Falcon of New Bedford



8 months out 250 of wh oil we commenced cutting in we finished and then set the watches Boats crews. Middle part took in all sail except double reefed Maintopsail & Foresail. Latter part a light wind commenced Boiling so ends this 24 hours.

Wednesday 30th

Commences with a light northerly wind employed in Boiling. Falcon in sight. Middle part layed too under double reefed Maintopsail & Foresail. Latter part made all sail and was ship cooking Boiling so ends this 24 hours.

Thursday 31st

Commences with fine weather spoke the Falcon she had just sunk a whale we raised whales did not tower we finished boiling. Middle part layed too

under close reefed Maintopsail & Foresail were strip.
Latter part a thick Fogg so ends this 24 hours.

April, Friday 1st 1847.

Commences with a double reefed topsail breeze
Falcon still in sight. Middle part layed too
under close reefed Main topsail & Foresail. Latter
part commenced stowing down. Between decks fore
the first time so ends this 24 hours.

Saturday 2nd

Commences with fine weather finished stowing
down then stowed off the after lower hold.
Falcon still in sight. Middle part took in
sail except main double reefed main topsail &
foresail squared the yards stowed F. S. Mast.
Latter part lowered for another whale did not
strike so ends this 24 hours.

Sunday 3rd

Commences with fine weather lowered fore another
right whale did not strike came on board and
hoisted Falcon still in sight as killed a pig.
Middle part layed too under double reefed Main-
topsail & Foresail. Latter part made all sail
a plenty of whales in sight lowered but
could not get a chance to strike so ends
this 24 hours.

Monday 4th

Commences with fine weather at 2 P M lowered
[illegible] Co pinnacle the [illegible] Boat
[illegible] the sank run the lines
to the ship and hauled them up. Middle
part under close reefed main topsail with a
[illegible] along side. Latter part [illegible]
[illegible] a pig [illegible] in sight so
ends this 24 hours.

Tuesday 5th

Commences with fine weather employed in boiling a pig &
whales in sight lowered the Boats but did not strike. Middle par
layed to under close reefed Mainsail & Foresail. Latter
[illegible] lowered fore [illegible]

whales are made fast to boats.

[illegible] Afternoon [illegible]

Fine weather [illegible] [illegible]

boat [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

Thursday [illegible]

Commence [illegible] [illegible] [illegible] [illegible]

going to [illegible] [illegible] [illegible] [illegible]

low [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

Main [illegible] [illegible] [illegible] [illegible] [illegible]

all sail [illegible] [illegible] [illegible] [illegible] [illegible]

in stow [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

Commence [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

all sail [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

Commence [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible]

[

April Monday 11th 1847

Commences with a light gale out the Foresail and then started the [illegible] Middle part [illegible] Main-top-sail & Foresail. Latter part the same saw the Falcon again so ends these [illegible]

Tuesday 12th

Commences with strong breezes employed in toggling and setting up shrouds at 4 A.M. finished and then scraped off decks. Middle part quarter [illegible] 2 [illegible] all sail shoke the ship Peruvian of Newfoundland 2 months out so ends these 24 hours.

Wednesday 13th

Commences with fine weather at 2 A.M. raised a school of sperm whales [illegible] and beyond [illegible] fast [illegible] hundred they [illegible] the sail [illegible] coved [illegible] Latter part a calm saw ships in sight a setting we commenced ~~[illegible]~~ coopering so ends [illegible]

Thursday 14th

Commenced with a light breeze close in shore [illegible] then scraped off decks. Middle part tryed to [illegible] Latter part made all sail at 8 P.M. tacked a sail [illegible] in shore at 11 P.M. tacked again [illegible]

Friday 18th 1871

[illegible] hauled the Boat covers out of the stowage into the Cabin Middle [illegible] all sail excepting double reefed Main-top-sail & Foresail [illegible] part [illegible] one sail [illegible]

Saturday 19th

Commences [illegible] earlier at 7 A.M. [illegible] a gleam [illegible] les carcass were shipped. Middle [illegible] took in [illegible] reefed Main-top-sail & Foresail. [illegible] made all sail spoke the Bark [illegible] of Sydney [illegible] these 24 hours.

Sunday 19th

Commences with [illegible] earlier [illegible] morning [illegible] the [illegible] a ship hailing Middle hail back [illegible] all sail excepting double reefed Main-top-sail & Foresail third [illegible] Latter part [illegible] made all sail [illegible] 24 hours.

Mon. [illegible] 20th

Commences with a calm under all sail Middle [illegible] the [illegible] of fitted the Main-sail [illegible] W. W. by West. [illegible] made [illegible] 100 yards [illegible]

Tuesday [illegible]

Commences with a strong N.W. square [illegible] [illegible] of Wind Middle [illegible] all sail excepting [illegible] moderate [illegible] Latter part a strong breeze double reefed [illegible] so ends [illegible]

Wednesday 21st

Commences with a strong breeze on sail in sight at 8 A.M. made all sail at 7 [illegible] Middle hauled to under close reefed Main-top-sail wore ship. Latter part ~~of the~~ Foresail

moderate [illegible] 24 hours.

April. Thursday 21st 1877

Commences with a moderate gale from [illegible] of the Mainyard boats then were [illegible] sails [illegible] Middle part [illegible] at dist reefed fore top sail. Latter part made [illegible] sail saw a ship Sailing [illegible] these 24 hours.

Friday 22th

Commences with a light breez and heavy sea spoke the Peruvian again she was sailing [illegible] Middle part took [illegible] sail [illegible] double reefed main-topsail [illegible]. Latter part a strong breez set double reefed topsail main sail & fit more sail [illegible] 24 hours.

Saturday 23th

Commences with strong breezes took out fore top. Middle part layed to under dist reefed main-topsail fit [illegible] were hip & stood off three third watch were crowded again. Latter part made all sail squared the yards running to the southward so ends these 24 hours.

Sunday 24th

Commences with a light breez [illegible] yards forward to the [illegible] Middle part clewed up and down everything except double reefed main topsail. Latter part [illegible] out [illegible] topsails [illegible] sail in sight so ends these 24 hours.

Monday 25th

Commences [illegible] made all sail passed the ship [illegible] Middle part [illegible] excepting double reefed main topsail & fore sail [illegible] spoke the [illegible] again [illegible] a nice gam [illegible] all the [illegible]

[illegible]

[illegible] commences with a light [illegible] split up the [illegible] [illegible] breezing [illegible] [illegible] [illegible]

May Sunday 1st 1847.

[illegible] Middle East [illegible] there [illegible] a [illegible]

Monday 2nd

Commenced with a [illegible] breeze raised a [illegible] Middle East [illegible] fair double reef [illegible] made all [illegible] [illegible] Fortune [illegible]

Tuesday 3rd

Commenced [illegible] Mikly [illegible]

Wednesday 4th

[illegible] Latter part [illegible] Marsh [illegible] cutting in a [illegible] [illegible]

Thursday 5th

Commenced [illegible]

at 10 P.M tacked ship 5 sails in sight so ends these 24 hours.

May Sunday 1877

Commences with a moderate breeze [illegible] making sail at 5 A M the [illegible] manned the Starboard Boat to lance a Humback but did not get a chance at it. Middle [illegible] took in all sail except main course reefed main-top-sail & Foresail. Latter part made [illegible] P M tacked ship so ends these 24 hours.

Monday 7th

[illegible] with fine weather employed in various jobs. Middle part took in all sail except main course reefed main-topsail & Foresail latter part made all sail saw a ship whaling squared away fore for raised the whales and passed the Larkcall. 4 off & Bow Boats did not know what kind of whales they were some thought they were Humbacks and others sperm whales so ends these 24 hours.

Tuesday 8th

Commences with moderate [illegible] and washed of decks a large school of Humbacks in sight. Middle part took in all sail except main double reefed main-topsail & foresail squared the yards [illegible] 1st watch [illegible] and hauled the [illegible] up. Latter part made all sail squared yards spoke the Bark Juno again so ends these 24 hours.

Monday 9th

Commences with fine weather spoke the Falcon again had a gam. she reports got two right whales since we last saw her passed by the Ben Tucker. Middle part took in all sail except main course reefed main-top-sail & Foresail. Hived water [illegible] ship. Latter part made all sail & sighted ship so ends these 24 hours.

May Tuesday 10th 1847.

commences with fine weather at 1 A M [illegible] ship. Middle part [illegible] in all sail [illegible] close [illegible] topsail & Foresail the wind breezing up [illegible] Foresail and [illegible] ships in sight so ends these 24 hours.

Wednesday 11th

commences with a whole sail breeze at 4 A M [illegible] in all sail exceptain double [illegible] ship at 5 A M spoke the [illegible] Phenius of Fisberry 7 months out 120 of whale [illegible] boat went on board and got some papers. Middle part took in all sail [illegible] double reefed main-topsail & Foresail. Latter part sit double reefed topsails so ends these 24 hours.

Thursday 12th

commences with a double reefed topsail breeze [illegible] ship Peruvian again bound into Port [illegible] a man that was sick reports they [illegible] sues of sperm since we last saw her [illegible] Middle part took in all sail exceptain close [illegible] sail. Latter part made all [illegible] at 10 P M Cachel ship 3 miles in [illegible] so 24 hours

Friday 13th

commences with fine weather. Middle part [illegible] with all sail out. Latter part a light [illegible] i more squared the yards coarse S. E. [illegible] i serving a new bunt[illegible] into the [illegible] one sail in sight so ends these 24 hours

Saturday 14th

[illegible] fine weather squared yards coarse S. E. [illegible] East. Middle part took in all sail exceptain single reefed. Main-top-sail & Foresail Third watch. [illegible] the ship too. Latter part made all sail squar

yards course S. E. [illegible] so ends these 24 hours.

May Sunday 15th 1847.

Commences with fine weather wind cold and washed of decks. Middle part layed to under double reefed Main-top-sail & Foresail. Latter part made all sail saw a sail with her boats down we bored and pooled on another Sperm-fish cannot tell what it to be sperm whales but proved to be [illegible] or Humpbacks got aboard and [illegible] few minutes it was the Ben Tucker so ends these [illegible]

Monday 16th

Commences with a modderate breeze and very cloudy middle part [illegible] under [illegible] reefed Main-topsail ~~have~~ ~~the~~ expectain to have a gail. latter [illegible] made all sail one sail in sight so ends these 24 hours.

Tuesday 17th

Commences with fine weather squaring yards at 3 P M spoke the Bark Elvira of Hobert-town 5 months out one right whale. Middle part [illegible] Main-top-sail & Foresail course S. by West. [illegible] part made all sail [illegible] top-gallant sail were ship two Barks & a [illegible] so [illegible]

Wednesday 18th

Commences with a whole topsail breeze all hands employed in holding a discussion [illegible] time in [illegible] a journal [illegible] at 1 P M [illegible] top [illegible] Middle part [illegible] Fore & Main topsails Foresail & Jibb third watch were ship. Latter part made all sail two Barks in sight so ends these 24 hours.

Aug. 1 July 19th 1847

[illegible] wind and rain

[illegible] capt went on board [illegible] a few [illegible] the whole [illegible] store the [illegible] cases, [illegible] in [illegible] explorer [illegible] La Tit [illegible] all [illegible] up [illegible] got no [illegible] 20 [illegible]

[illegible] 20th

[illegible] at 2 P M [illegible] drum [illegible] and [illegible] the [illegible] to the [illegible] and drawer [illegible] got [illegible] them [illegible] last [illegible] all said at [illegible] the [illegible] Tree

Saturday [illegible]

[illegible] the [illegible] were [illegible] explorer [illegible] the [illegible] the [illegible] 20 [illegible]

Sunday 22

[illegible] cable [illegible] [illegible] heave [illegible] up [illegible] [illegible] were [illegible] [illegible] [illegible]

Bay. Monday 23 th 1847

Commences with a [illegible] square yards course W. S. West at 5 P M braced the yards a mere course South at 5 P M luffed to the wind. Middle part work in all sail except in close reefed main-top-sail & Foresail and freezing up the morning watch furled the Foresail. Latter part a heavy gale did not make any sail so ends these 24 hours.

Tuesday 24 th

Commences with a strong gale laying to under close reefed Main top-sail at 2 P M wind moderating turned one reef out of the Main-top-sail and set the Foresail squared the yards according to the sea so as too keep her from rolling. Middle part furled the Foresail & close reefed the Main-top-sail and luffed too on the Larboard tack the first watch set the Foresail and turned up the Starboard boat third watch furled it again. Latter part a tremendous heavy gale turned up the Waist & Bow Boats so ends these 24 hours.

Wednesday 25 th

Commences as the last ended at 4 P M turned up the Larboard boat and wore ship. Middle part the wind abated some. [illegible] at Capt came on deck and ordered all sail to be made. This was done in a hurry you may imagin turned the quarter boats down on the cranes and squared the yards round of of New-Zealand course North at 11 P M sent out Fore [illegible] mast studding-sail so ends these 24 hours.

Thursday 26 th

Commences with a moddorate breeze at 4 P M turned the Waist & Bow boats down at 5 raised a sail. Middle part half watches starboard watch 8 hours out had a shift of wind employed in trimming the sails course N. N. West. Latter part the same so ends these 24 hours.

May. Fry-day 27th 1847

commences with a modderate breze at 3 A M raised a sail passed by her thought to be the Brig Bride of London still squair yards coarse North at 4 P M turned up all the boats expectain to have another blow this day the last [illegible] being ready to start fore home on the forth of july. Middle part a strong breeze furled the Mainsail Mizen top-sail & fiff. Latter part raised land a heavy gail hove the ship too under Bair poles so ends these 24 hours.

Saturday 28th

commences with a moddorate gail at 18 M out the Foresail and clost reefed Fore & Main-top sails squared the yards coarse E. N. East heading of frome the Land. Middle part furled the Fore topsail and hove the ship too the wind. Latter part squared arway again employed in makeing and takeing in sail so ends these 24 hours.

Sunday 29th

commences with a strong breze squair yards coarse N. N. East. Middle part employed in makeing & takeing in sail. Latter part made all sail land in sight so ends these 24 hours.

Monday 30th

commences with fine weather turned the quarter boats down. Middle part a whole topsail breze the third mate got ~~so~~ frightened and double reefed the tops-ails Second mate came on deck and took a notion to take in some sail [illegible] made all sail and squared the yards coarse N. by West raised a sail called her a Brig so ends these 24 hours.

[illegible] 31st

commences with a strong breze driving the Adeline along to the N. & Westward with all sail out [illegible] took in the topmast-standing [illegible] Main-top-gallant-sail. Latter part made all

we sent out the lower studding sail course N. N. East so ends [illegible] hours.

June ~~1st~~ Wednesday 1st 1847

This month commences with [illegible] other employed in bending [illegible] Fore's'l then had a clear up in the Fore-hold. Middle part employed in taking in studdingsails and trimming yards. Latter part employed in mending the old Foresail on the wind heading N by East so ends these 24 hours.

Thursday 2th

Commences with fine weather employed in mending on the same sail. [illegible] the first watch employed in studying navigation half of the first watch. Latter part employed in mending the Fore topmast-staysail on the wind heading N. N. West so ends these 24 hours.

Fryday 3th

Commences with a strong breze [illegible] Fore & Mizen topsails at 7 P M reefed the Main. Middle part furled the Main-sail & fibb double-reefed [illegible] Latter part a moderate gale [illegible] the Waist & Bow boats so ends these 24 hours.

Saturday 4th

Commences with a strong breze and the [illegible] furled the fibb at 5 were ship towards to the east to the [illegible] East on the wind this day bafft West [illegible] steward duff [illegible] a week. Middle part range also very sharp lightning and heavy thunder furled the [illegible] and Mizen topsail in the morning watch wind changeing fair out double-reefed topsails. Latter part wind moderating made sail course N. N. East turned the boats down so ends these 24 hours.

Sunday 5th

Commences with fine weather employed in [illegible] hold at 4 P M washed of decks and pumped ship Middle part a heavy tempest a good time to make sailors think at home employed in trimming the

yards. Latter part the same at 10 A M cleared up fine breze mast heads land in sight called it the Sandy-Island; on the wind heading N. by West ½ West so ends these 24 hours.

June. Monday 6.th 1847.

Commences with a hard rain-storm employed in catching rain-watter to drink also trimming the yards. Middle part the same. Latter part sent up the Fore-top-gallant-mast squair yards coarse N. N. East so ends these 24 hours.

Tues-day 7th

Commences with fine weather employed in sending up the Fore-top-gallant yard and sail. Middle part light squalls and sharp lightning but know thunder. Latter part a modderate breze on the wind heading N. E. by North employed in sending out the Flying-jibb boom but did not bend any sail so ends these 24 hours.

Wednesday 8th

Commences with a modderate breze squaired the yards coarse N. N. East employed in sending up the Mizen-top-gallant mast yard and sail at 4 P M sent out topmast studding-sail. Middle part heavy rain and sharp lightning you may depend upon it it was a dirt weather furled the top-gallant sails and double reefed the topsails clearing up a little second watch made all sail exceptain studding-sails Fore & Mizen top-gallant-sails. Latter part made all sail employed in mending the old Flying Jibb so ends these 24 hours.

Thurs-day 9th

Commences with a modderate breze employed as the last days work ended at 3 P M bent said sail at 4 heard the Joyeful nerws from the mast-head there she blows stood along for their but night over-took us so we wer not able to pronounce what kind of whales they wer; most probaly they wer Finbacks. Middle part took in all sail exceptain

double reefed Maintops-ail & Foreail quarter watches
the first watch turned another reef out of the main-
top-sail sut single reefed Fore-topsail & fill [illegible] id watch
reefed the Main-top-sail and furled the fill again:
Latter part made all sail at 11 ½ M raised breeches
on the weather beam luffed to the wind hauled in
studding-sails employed in ripping up the old main-
top gallantsail so ends these 24 hours with the trade
wind. June. Fry-day 10th 1847.
Commences with fine weather at 1 P M squared away
and sent out studding-sails course N ½ East employed
in [illegible] uling the standing rigging. Middle part
fine and pleasent weather. Latter part employed the
same so ends these 24 hours.

Saturday 11th

Commences with fine and pleasent weather employed
in bundling and weighing the New Healand bone
weighed 1,916 lbs course N ½ West. Middle part very
pleasent. Latter part employed in setting up stays
and rattling down the rigging so ends these 24 hours.

Sunday 12th

Commences with fine weather employed in varyous
jobs [illegible] hold at 4 washed of decks.
Middle part employed [illegible] the studding-
sails [illegible] on the starboard side furled the Mizen-
top-gallant-sail [illegible] down the topsail so
as to make the ship steer steddy. Latter part
nothing to do but look fore wards so ends these 24 hours.

Monday 13th

Commences with fine weather employed in
[illegible] the yards. Middle part the wind hauled
ahead braced up the yards and hauled in the
[illegible]. Latter part [illegible] heading N. E.
by N employed in mending up the old main-top-sail
so ends these 24 hours.

June. Tuesday 14th 1877.

Commences with a single reefe breze at 2 P M came up squally took in the light sails ~~at~~ Middle part wind breezing double reefed the tops-ails. Latter part turned one reef out of each top-sail employed in mending the old main-top-sail so ends these 24 hours.

Wednesday 15th

Commences with a single reefed tops-ail breeze employed as the last days work ended. Middle part light squalls. Latter part made all sail employed in varryous Jobs so ends these 24 hours.

Thursday 16th

Commences with fine weather under all sail employed at varryous Jobs at 2 P M raised land at 6 P M took in the light sails. Middle part double reefed the topsails and hauled up the sails laying with the Main-top-sail aback. Latter part squared away bound into the Island named Manme to recruit fore the line cruise at 9 A M sent the Bow boat on shore to trade so ends these 24 hours laying of and on sail island.

Fryday 17th

Commences with fine weather nothing to do of any consequence at 2 P M boat came on board with a load of Coconuts and other fruit at 3 went ashore again on the same purpose. Middle part employed in tacking and wearing-ship every two hours. Latter part [illegible] again so ends these 24 hours.

Saturday 18th

Commences with fine weather laying of and on the island at 4 P M the boat came on board and the Capt ordered all sail to be made course N. East or on the wind we still had two men on [illegible] had ran-away. Middle part light squalls. Latter part employed in [illegible] these 24 hours.

June 19th 1847 Sunday

commences with a modderate breze and light squalls employed in wetting hold and washing of decks still the wind with the main-top-gallant-sail out heading E. by North. Middle part the same but the way the Larboard watch eat two to was a sin to the ship Adeline with one man says he onely eat four in a watch. Latter part sea-pie fore dinner but I gess some of the men wont be able to eat much so ends these 24 hours.

Monday 20th

commences with fine weather what squalls there was was not much account nothing to do of any consequence. Middle part the same. Latter part very squally employed in makeing and takeing in sail at 7 A M came up a verry heavy one indeed clewed down all topsails the squall being over wisted them again so ends these 24 hours.

Tuesday 21st

commences with fine weather at 2 P M commenced [illegible] lb 4 [illegible] heading N of East on the wind. Middle part the same. Latter part employed in mending another old fore-[illegible] on the wind heading E. N. by West so ends these 24 hours.

Wednesday 22nd

commences with fine weather employed on sail ~~and~~ sa[illegible] Middle part wind veering more to the Northward tacked ship heading E by South. Latter part tacked again so ends these 24 hours.

Thursday 23d

Still fine weather to work on the old sail yet at 4 P M finished and then sent it aloft. Middle part wind breezing some furled the topgallant-sails on the wind heading N. of East. Latter part employed in mending the old [illegible] so ends these 24 hours.

June. 5th day 24th 1871.

This day of June commences with fine weather to work on the spanker at 2 P M sent the last men down and set the jacket-up spanker. Middle part sent in the top-gallant-sails & flying jibb. Latter part made [illegible] usual employed in mending the mending the Fore-spencer so ends these 24 hours.

Saturday 25th

commences with good weather employed at various Jobs in the rigging heading N by West. Middle part the same Latter part employed in setting up the Fore top-gallant-mast-back-stays so ends these 24 hours.

Sunday 26th

Commences with fine weather as ever needed to be [illegible] at Jobs and [illegible] at 2 P M commenced wetting hold at 4 washed up decks. Middle part commenced takeing in sail to a single reefed Main-top-sail and all the rest but Foresail squared the yards coarse N. West. Latter part made all sail the watch nothing else to do but to look fore sperm whales so ends these 24 hours. Lat 20 [illegible] South. Lon 167.17

Monday 27th

Commences with fine weather employed in various Jobs. Middle part steering N. West under double reefed topsails & Foresail. Latter part made all sail to work in the rigging so ends these 24 hours. Lat [illegible] S. Lon [illegible]

Tuesday 28th

Still good weather as ever employed in ships affairs. Middle part [illegible] under double reefed Main-topsail & foresail. Latter part made all sail at 8 A M raised whales breaching stood away towards them proved to be sperm whales lowered the Starboard Larboard & Waist Boats. Larb struck & drugged another the drugged one got loose the Waist Boat was around struck one and brought soon drugged another one the drugged split out and the [illegible] went [illegible] the [illegible] sea.

tacked ship. at 6 A M tacked again employed in tarring down the Bread-pen so as to stow down so ends these 24 hours.

July. Thursday 7th 1841

Fine weather as usual employed in setting up the Main-top-gallant-s ends. Middle part took in the top-gallant-s-sail and double reefed the Fore & single reefed the Main-topsails. Latter part made all sail to work to windwards so ends these 24 hours.

Fry-day 8th

Fine weather to work to windwards. Middle part took in the top-gallant-sails & single reefed the topsails bound to the S & Eastward. Latter part turned the reef out the topsail and commenced coppering so ends these 24 hours.

Saturday 9th

Employed in stowing down. Middle part took in double reefed the [illegible]. Latter part made all sail and tacked ship heading to the N & Eastward had a number of rainsqualls so ends these 24 hours.

[illegible]

Commenced with a squall; when the rain was over made preparations for meeting hold at 2 P M commenced action at 4 wearing ship and tacked ship. Middle part under single reefed the topsails bound to the S & Eastward Latter part made all sail at 9 A M wind breezing up took in the topgallantsails at 12 tacked again so ends these 24 hours.

Monday 12th

Fine weather employed in overhauling falls; on this morning [illegible] S by E ½ E. Middle part under double reefed Fore & Main-topsails and Foresail. Latter part made all sail at 10 A M squared [illegible] E ½ E [illegible] these 24 hours

Lat 33 Miles south Lon 173 = 26 West

Corrected from Noon 25th 1843 instead of the 11th 12th

July 13th 1841 Tuesday.

First part of these 24 hours commences with fine weather wind 4 points free heading S by West. Middle part under the same sail as last night. Latter part made all sail as usual employed in varryous jobs so ends these 24 hours.. Lat 1=53 S Lon 173=10 West

Wednesday 14th

Commences with a light breeze and a plenty of rain-squalls wet hold and then broke out fore Mollasses. Middle part under the same sail as usual. Latter part made all sail employed in ships duties: so ends these 24 hours.

Lat 1=48 S Lon 174=19 W Thursday 15th

These 24 hours commences with heavy squalls South wind & Rain squaired the yards coarse South. Middle part took in some sail as usual when the second watch was out have the ship tow with her head yards aback on account of ~~her head~~ Land not being far off. Latter part brassed up and made all sail in the yards and ~~made sail~~ set the main-top-mast-studding-sail boarse S½ East so ends these 24 hours.

Fryday 16th

First part of these 24 hours commences with squally weather employed in varryous Jobbs at 4 P M raised the Land cauled it Gardners island. Middle part took in the topsail and single reefed the topsails had some verry heavy squalls third watch double reefed the topsails. Latter part a strong breeze made all sail the old Anty averaging from 8 to 9 nots each hour so ends these 24 hours..

Saturday 17th

These 24 hours commences with light squalls. Middle part under double reefed topsails [illegible] the morning [illegible] set the Main-sail. Latter part made all sail employed in ships duties so ends these 24 hours. Lat 6=20 S Lon 174=56 West

Sunday 18th

These 24 hours commences with light squalls wet hold and [illegible] Middle part under double reefed Fore & Main-topsails also Foresail boarse S by East. Latter part a strong breeze made all sail in a few minuts took in the topgallant sails so ends these 24 hours. Lat 8=08 S Lon 175=50 West

July. Monday 1[illegible] . 847.

These 24 hours commences with a wind to [illegible] ~~topsail~~ breeze on the wind heading S'r West. Middle part layed to under double reefed Main topsail & Foresail. Latter part set whole top[illegible] & Mainsail with free wind heading South so ends these 24 hours. Lat 9=348 Lon 176=02 West.

Tuesday 20 th

First part of these 24 hours commences with [illegible] still [illegible] the Southward. Middle part stood half-watches Starboard watch 8 hours out the news is we are bound into Sydney. Latter part had a heavy squa. clewed up and down every sail exceptain Foresail squall being over made all sail squared the yards coarse N. S. West so ends these 24 hours.

Wednesday 21 st

Commences with a heavy squall clewed down the Topgallantsails & citizen-topsails when the squa was over made all sail. Middle part took in the topgallant sails and double reefed the topsails. Latter part made all sail coarse S by West employed is ships duties so ends these 24 ho

Thursday 22 d

These 24 hours commences with a whole topsail breeze employed in ships duties. Middle part under double reefed Main-topsails & Foresail Boats-crews in the third watch have the ship to the wind exceptain we ver close to the Feger Islands. Latter part set whole top-sails coarse S. S. West so ends these 24 hours. Lat 15=488 Lon 178=56 East

Fryday 23 th

Commences with a strong breeze under all sail employed in ships duties. Middle part under double reefed Main-top-sail & Foresail in a little while set double reefed topsails and Mainsail Chief-Mate workeing the Longitude through The Capt was long but soon found out and soon to under double reefed Main-top-sail & Foresail heading N. Latter had made all sail at 12 A M. spoke the ship South-Carolina of Stonington 36 Months out 6 hun of Wale and 6 hun so ends thes

July. Saturday 24th 1847.

24 hours commences with fine weather in [illegible] with south carolina. Middle part under double reefed Main-top-sail & Foresail coarse S.S.West. After part made all sail at 8 ct M raised the Land hauled on the wind and run to the westward so ends 24 hours Lat 16=26 [illegible] Lon 177=50 East.

Sunday 25

commences with fine weather employed in wetting hand lines washed of decks. Middle part under double reefed Fore and Main-topsails & Foresail coarse W.S.W. Latter part made all sail at 8 ct M raised more Land also one sail in sight so ends these 24 hours.

Monday 26th

commences with a light breeze coarse S.S. West. Middle part half-watch starboard watch 8 hours out. Latter part employed in bracing out the Main-braces and starting beef into casks so ends the.

Tuesday 27th

commences with a calm employed in stowing of the [illegible] at 4 ct M washed of decks. Middle part a light breeze with square yard coarse S.S. West. Latter part on the wind with a strong breeze employed in various jobs so ends these 24 hours. with one sail in sight

Wednesday 28th

commences with a strong breeze employed in wetting [illegible] at 2 0 M raised a spout called it a Finback. Middle part heading S.S. West still on the wind. Latter part a very heavy swell employed in mending the Main-top [illegible] these 24 hours.

Thursday 29

[illegible]ences with the same kind of weather employed as [illegible] last days work ended at 4 P M bent the top-sail. Middle part a calm. Latter part employed in [illegible] so ends these 24 hours. Lat 21=22 S Lon 145=25 East

July Friday 30th 1847

These 24 hours commences with fine weather employed in varryous jobbs.. Middle part came a fair wind coarse S. W. by South Latter part employed in cleaning and painting all the Iron work on the out-side of the ship so ends these 24 hours. Lon 174-5-9 East

Saturday 31st

Commences with fine weather employed in the same business as the last days work ended at 1 P M sent out the lower-studding-sail coarse S. W. by .. Middle part the same.. Latter part employed ships duties so ends these 24 hours Lat 21-43 South.

August Sunday 1st 1847.

The first part of these 24 hours commences with fine weather at 2 [illegible] lasted onely a few minutes in the same time carried away the Fore-top-mast-studding-sail boom coarse S. by [illegible] employed in wetting hold at 4 P M washed of decks.. Middle part a light breeze.. Latter part the same coarse S. [illegible] so ends these 24 hours..

Monday 2nd

Commences with a strong breeze under all sail coarse S. W. by West at 6 P M parted the lower-studding-sail-halyards.. Middle part took in the studdings-sails and Joh-gallant-sails second watch [illegible] in the morning watch had every appearance of a heavy squall clerved up and down all the sails cloud being over madeall sail exceptain ~~exceptain~~ Fore & Mizen-top-gallant-sails.. Latter part [illegible] the Main-top-gallant-sail-sheets which made 4 times dureing the last 24 hours at 10 A M employed in washing down the Main mast so ends these 24 hours with a rainstorm.

Tuesday 3rd

Commences with a light breeze the wind changeing were ship heading West on the Larboard-tack then commenced washing the Foremast next washed the ~~the~~ ship allover inside. Middle part came a fair wind once more coarse S. W. by West Latter part employed in ships duties so ends these 24 hours..

August Wednesday 4th 1897.

These 24 hours commences with a fine breze employed in wetting hold. Middle part a moderate breze employed in trimming the yards. Latter part a strong breze employed in ships duties at 11 A M took in the studding sails and topgallant sails on the wind so ends these 24 hours.

## Thursday 5th

Commences with a strong breze double reefed the Fore- and Mizen topsails on the wind heading S by West Middle part under whole topsails employed in various jobbs so ends these 24 hours. Lat 25=48 S. Lon 167=26 East.

## Friday 6th

Commences with a strong breze employed in varryous jobbs. Middle part heavy squalls double reefed the topsails furled the Mainsail & fill turned up the Larboard. West & Bow boats then clewed up all topsails and Foresail have the ship to under Fore & Main heading S by West most of the time. Latter part wind moderateing made all sail excepting Fore & Mizen topgallantsails at 11 A M we wer laying to again under lost reefed Main topsail so ends these 24 hours.

## Saturday 7th

Commences with a moderate gale employed in sending the Foresspencer heading S by ~~East~~ East at 8 8 M wore ship and turned up the starboard boat. Middle part sut the Foresail. Latter part sut double reefed topsails so ends these 24 hours.

## Sunday 8th

These 24 hours commences with a strong breze still ahead heading W. N. West under double reefed topsails & reefed Mainsail employed in wetting hold at 4 P M washed of decks and wore ship heading from South to S. East. Middle part had another heavy squall clewed up the Fore-top-sail furled the Mainsail & fill ~~[illegible]~~ Latter part the same so ends these 24 hours.

August. Monday 9th 1844

Commences with a strong breeze under double reefed top-sails. Middle part the same Starboard watch were ship heading West by South with a fair wind. Latter part made all sail with fair wind and pleasent weather so ends these 24 hours

Tues-day 10th

Commences with a modderate breeze employed in varryous jobbs squair yards coarse N. by South: Middle part the same shifting the studding sails over on the Starboard side. Latter part put the Boats down on the cranes coarse S. W. by West sut up the Main top gallant backs-stays so ends these 24 hours. Lat 25=308 Lon 165=34

Wednesday 11th

This days work commenced setting hold then got out another pipe of Bread becaus the last one wormey also got out some Mollasses. Middle part employed in trimming the yards. Latter part ~~Latter~~ employed in ships duties so ends these 24 hours.

Thursday 12th

Commences with a fine breeze employed in varryus Jobbs Middle part took in the flying jibb Fore & Main top gallant sails. Latter part made all sail coarse S. W. by West so ends these 24 hours. Lat 26=38 South Lon 161=05 East

Fryday 13th

This 24 hours commences with fine weather employed as usenal. Middle part to work at times in trimming the sails and yards. Latter part to work painting and taring the side of the ship so ends these 24 hours.

Saturday 14th

This 24 hours commences with a modderate breeze on the wind jest heading the coarse S. W. by South Middle part the same kind of weather. Latter part still to work painting ship so ends these 24 hours.

Sunday 15th

This 24 hours commences with a light breeze employed in varrious jobbs as usenal. Middle part wind hauled aft squair yards coarse S. S. West. Latter part had nothing to do of any consequence so we read books of varryous kinds

August Monday 16th 1847

This day of August we are 22 months out from home we are sailing along at the reight of 7 nots a hour. Middle part the same. Latter part to work on the ship as usual so ends these 24 hours. Lat ~~40.33~~ 30 South = 43 = Lon 154-22 E

Tuesday 17th

This 24 hours commences with the same kind of weather and employed in the same kind of business as the last day. Middle part a heavy tempest part the ship under smugg sail. Latter part land in sight made all sail steering along the coast employed as usual so ends these 24 hours.

Wednesday 18th

Commences as usual employed in varryous jobs. Middle part took in double reefed topsails on account of being to fur along if we carried all sail in the second watch raised a light it was sidney light-house hauled up the courses still running S.W. to South. Latter part made all sail at 2 o'clock took a pilot at 11 o'clock cast anchor in Sidney harbour so ends these 24 hours. Thursday 19th Laying in Port commences with cleaning out-side of the ship. Middle part stood five watches. Latter part commenced painting at 9 o'clock capt came on board and called all hands aft and told them all those that wanted to be discharged could be on this condishens so he discharged 4 and he paid them one dollar apeice one man would not leave nore go to duty because the capt would not pay him off all he had due to him so the capt put him in irons and down in the run this was the same man that was there before Silas Collins. In a few days after he discharged the Devilish second mate the one that has made all the noys this man layed in irons one week then went on shore capt payed him 5$ & gave him a new suit of ~~clows~~ clothes two days after he discharged another man. we employed some oil that was betweendecks then had liberty. Capt sold all the oil one weighing 1893 lbs also sold [illegible] of oil

then we shipped another Second Mate and a number of men in the room of those we discharged. Capt West discharged the devilish waterman or Second Mate if you have it so because he jumped on a man when he was in [illegible] and could not help himself we shipped Capt Sole to go home with us as a passenger took his third mate fore Second Mate two of his Boat-steerers and a number of the Forecastle-hands to make up the complement of men in the Forecastle also shipped a Boatsteerers from the ship Lagrange of New-Bedford a Blacksmith from the Ocean. whilst laying in port we had to shift our anchorage ground on account of [illegible] the Bay Sailed for New Bedford at last the Pilot came on board we made sail to port out to sea but there being a light breeze and a head current we were obliged to anchor off Bradleys head with an intention to make a fresh start in the morning so we made all sail the next morning and went out to sea at 11 A M discharged the Pilot then went to work getting the anchors on the Bows so ends the Port work with many other things [illegible]

7th

[illegible] & Flying jibb on the wind heading E by North. Middle part under double reefed topsails with half watches Starboard watch eight hours out. Latter part under whole topsails wore ship one sail in sight so ends these 24 hours.

8th

Commences with a strong breeze double reefed the topsails. Middle part layed too under close reefed Main-topsail expectaing to [illegible] after taking in sail half past [illegible] old a chest and a lot of old clothes that belonged to the men that runaway on the Island of Manue one of the Navigators islands afterwards choose Boats-crews and wore ship. Latter part layed to in a gale of wind so ends these 24 hours.

Friday 9th

[illegible] erate gale saw a schooner scudding under double reefed Foretopsail. Middle part a rainstorm and a very heavy [illegible] re moderate. Latter part made all sail so ends these 24 hours.

Sept. Saturday 10th 1849.

This day commences with a moderate breeze at 3 P M tacked ship one sail in sight. Middle hart under double reefed Fore & Mizen topsails and Foresail trying to beat to the South and Westward has a few cows [illegible] sail [illegible] Latter part had a squall [illegible] eve [illegible] a [illegible] reefed main topsail at 8 P M commence making sail set double reefed topsail and foresail so ends these 24 hours.

Sunday 11

Commences with a strong breeze under double reefed topsails. Middle [illegible] heading W by South the Second watch lost reefed the topsail and wore ship. Latter [illegible] set double reefed topsails & Mainsail in one half of a hour we ever laying too in a heavy gale under close reefed Maintopsail at 11 P M wore ship and turned up the Larboard. Waist. & Bow boats. the ship got a heavy rowl and stove the Bow Boat [illegible] so ends these 24 hours.

Monday 12

Still a heavy sea under close reefed Main topsail. Middle lost the [illegible] Latter hart wind moderating set the [illegible] sail and [illegible] topsails so ends these 24 hours.

Tuesday 13

Commences with a [illegible] the [illegible] Middle [illegible] of [illegible] & bears and [illegible] the Latter part were [illegible] to beat [illegible] in [illegible] Latter [illegible] fine weather [illegible] [illegible] kind of a whale one of them was boiling it was a 90 Bbl sperm whale so ends these 24 hours.

Wednesday 14

Fine weather saw another sail boiling employed in mending the Bow hart at 4 P M bent another fore topsail and put the Boats on the crains steering to the South & Westward. Middle hart furled the topgallant sails hauled the coarses up and layed with the head yards aback. Latter hart made all sail ~~set~~ 6 vessels in sight broak out [illegible] so ends these 24 hours.

~~Au~~ Sept Thursday ~~24~~ 15th 1847.

This 24 hours commences with fine weather employed [illegible] various jobs steering to the South & Eastward. Middle part under double reefed Mainto[illegible]sail & Foresail stood boats crews. Latter part fine weather made all sail squared the [illegible] b course south two sails in sight so ends this 24 hours

~~24~~ 16th

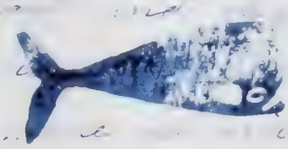
Commence [illegible] crews [illegible] Middle [illegible] cast [illegible] Latter part [illegible] moderate [illegible] double [illegible] under all sail.

Saturday ~~25~~ 17th

This 24 hours begins with fine weather spoke the Bark Wallaby of [illegible] lost [illegible] 8 [illegible] for. Middle part layed to under double [illegible] Mainto[illegible] Foresail. Latter part made all sail had a [illegible] all hands and spout the [illegible] At 8 raised Whales lowered the boats, [illegible] 24 [illegible] Sh[illegible]

~~26~~ 18th

[illegible]



[illegible] Latter part [illegible] could the boats Waist but struck and [illegible] had to cut and let him go to davys broke [illegible] so

19th

[illegible] Middle [illegible] double reefed Mainto[illegible]sail & Foresail. Latter [illegible] carry [illegible] so ends this 24 hours [illegible] yet

Tuesday 20th.

Fine weather [illegible] hours [illegible] Wa[illegible] a whale at 5 P M [illegible] Middle [illegible] Latter [illegible] lowered [illegible] whale Larboard boat struck [illegible]

Sept Friday 22d 1847.

Commences with a strong breeze employed in cutting in 4 sails in sight all hands at work. Middle part at work. Latter part those were whales but [illegible]

Saturday 23d

Fine weather of chasing whales at 5 P M wind fresh struck a [illegible] & Mr White boath lanced him together then Mr Hendrick struck another [illegible] killed him [illegible] Middle part [illegible] sail & foresail with Blubber [illegible] and two [illegible] employed in cutting in so ends these 24 hours.

Oct. Sunday 24th 1847.

Still cutting in spoke the Bark Alladin of Hobertown [illegible] 5 P M finished cutting and [illegible] the [illegible] 4 sails in sight one of them were cutting in Middle part the same. Latter [illegible]

Saturday 25th

[illegible] driving [illegible] works hard as possible. Latter part employed in various jobs so ends this 24 hours.

Sunday 26th

Fine weather [illegible] at 2 P M were [illegible] at 4 P M killed another big. Middle part to work as usual. Latter part spoke the Bark Canton Packet of New-Bedford 26 Mts out 1000 Bls sperm [illegible] this 24 hours ends in jamming.

Monday 27th

Commences with a strong breze at 5 P M the boat went on board again at 6 P M finished boiling. Middle part stood boats crews. Latter part commenced stowing down so ends this 24 hours.

~~Sept~~ Tuesday 26th 1847. ~~October~~

Commences with fine weather employed [illegible] at 4 P M spoke the Bark Panthean of New-Bedford 6 Months out [illegible] what [illegible] Middle [illegible] furled the Fore-sail. Latter part finished [illegible] this 24 hours ends with a moderate gale.

Wednesday 27th

Commences with a moderate gale had a watch below. at 2 P M wore ship. Middle part rainey. Latter part [illegible] land the ship made a heavy roll and stove the Starboard boat then furled the Foretopsail and hove the [illegible] to the wind on the starboard tack so ends this 24 hours.

Thursday 30th

Commences with a heavy gale turned up the Starboard boat and wore ship. Middle part had a sudding change of wind. Latter part very squally so ends this 24 hours.

This is ——— Friday 1st of October 1847

Still a gale of wind having to under close reefed Main-topsail. Middle part the same had a conciderable thunder. Latter part [illegible] moderate out the Foresail & close reefed topsails had mast-heads the first time fore a number of days so ends this 24 hours.

Sa[illegible] day [illegible]

Commences with a strong breeze out the Mainsail. Middle part under close reefed Maintopsail very squally and a [illegible] wind which wore ship. latter part out double reefed topsails & Mainsail so ends this 24 h[illegible]

Sunday 10th

Fine weather and not much to do at 4 P M wore ship stood of from the land. Middle part furled the Mainsail in the morning watch had a heavy squall clewed up the Fore & Mizzen topsails also had a shift of wind. Latter part employed at times [illegible] so ends this 24 hours under whole topsails and courses

Oct. Monday 11th 1847.

Commences with a whole topsail breeze and verry squally steering on the wind [illegible] from South to East. Middle, [illegible] whole watches [illegible] to carry sail and get back on whale-ground. Larboard watch 8 hours out. Latter part made all sail took in the Starboard-Boat and mended her spoke a Sidney brig two days out clean so ends this 24 hours.

Tuesday 12th

Commences with [illegible] sail [illegible] square yards course South employed in various Jobs. Middle part came up verry black and a verry heavy tempest carried all hands and commenced taking in sail whilst on the Maintopsail yard [illegible] there was cracking and snapping for a little while you may depend uppon it at 9 O clock this night we were laying too under bare poles and not a whole topsail so Foresail aloft turned up the Boats and let the watch go below. Latter part the same at 10 A M wore ship so ends this 24 hours.

Wednesday 6th

Commences with a heavy gale at 4 P M bent a new Main topsail and sent it close reefed, Middle part the same. Latter part kept all hands up to bent a new Foresail and sent it reefed then bent new Fore-tacks & Sheets also [illegible] so ends this 24 hours.

Thursday 7th

Commences with the same kind of weather at 10 A M sent a close reefed Fore topsail steering on the wind heading [illegible] Middle part moderateing out double reefed topsail [illegible] raised a school of whales carried all hands whilst turning the Boats down they proved to be [illegible] Finbacks then went to work mending the Mizzen-topsail so ends this 24 hours.

Friday 8th

Commences with fine weather made all sail sent in the Flying-Jibb-boom then commenced scrapeing bone still on the wind heading S. S. East wind hauling more ahead. Middle part wore ship heading S. West ~~this~~. Latter part the same scrapeing bone so ends this 24 hours.

October. Saturday 9th 1847.

Commences with fine weather finished [illegible] Middle part [illegible] S. S. West. Latter part employed in stowing some Bbls down in the Fore-Peak at 9 ½ M Capt Sole went on board a merchant Bark Harpooner ~~off~~ two days from Sydney with 25 Passengers bound home to London so ends this 24 hours.

Sunday 10th

Commences with a modderate breze and fine weather employed in bending tone. Middle part fair wind coarse South. Latter part a strong breze so ends this 24 hours.

Monday 11th

This 24 hours commences with a strong breze both in every-thing excepting double reefeded Fore & Main topsails and Foresail at 4 P M we were laying too under close reefed Maintopsail heading S. West with a modderate gale. Middle part the same stood boats crews thought to be on whale-ground again. Latter part fine weather made all sail sent down the Fore & Mizen-top-gallant-yards wore ship it was not long before the wind shifted tacked ship again heading W. S. West on the wind so ends this 24 hours.

Tuesday 12th

Commences with fine weather employed in setting up the Main topmast shrouds. Middle part layed to under close reefed Main-top-sail & Foresail. Latter part a calm [illegible] sail and sent down the Fore & Mizen-top-gallant-mast so ends this 24 hours.

Wednesday 13th

Commences with fine weather employed in bending a close Mizen whilst sending up the Gaft something gave away and the Gaft came down hurt the Second-Mate considerable saw a vessel boiling. Middle part fair wind steering to the South & Westward under double reefed [illegible] Main topsail is [illegible] [illegible] the [illegible] and [illegible] the [illegible] d. Latter part made all sail employed in mending the Old Main-topsail so ends this 24 hours.

October. Thursday 14th 1847.

This 24 hours commences with a strong breeze took in the Main topgallantsail steering on the wind finished [illegible] at 4 P M tacked ship [illegible] Middle part layed to under close reefed Main topsail & Foresail. Latter part made all sail commenced work on the Old Foresail so ends this 24 hours.

Friday 15th

commences with fine weather is work serving on the Foresail kept all hands up long enough to bend the Old Main-topsail at 5 P M raised Right Whales but it being so late when we got to them did not lower. Middle part layed to under close reefed Main topsail & Foresail. Latter part [illegible] strong breeze sut double reefed topsails and Mainsail at 6 [illegible] tacked ship at 12 [illegible] tacked again so ends this 24 hours with one ship in sight boiling.

Saturday 16th

commences with a double reef topsail breeze at 4 P M raised more Right Whales. Middle part layed to under close reefed Main topsail & Foresail. Latter part made all sail chased more Right Whales did not strike then chased Black-fish. Larboard. Waist & Bow boats caught one apeice so ends [illegible]

TWO YEARS OUT TO DAY.

Sunday 17th

The 25th month of our voyage commences with fine weather employed in various Jobbs at 4 P M Jammed with the Letington of Sanbwich 40 Months out 17 hundred of sperm 11 hundred [illegible] shoved from [illegible] Middle part under whole topsails & Foresail steering S. East. Latter part chased more Right Whales. Larboard Boat struck and he stove the Boat Second Mate killed him and took him along-side so ends this 24 hours.

Monday 18th

This 24 hours commences with a double reefed topsail breeze commenced cutting in at sunset finished. Middle part [illegible] to under close reefed Main topsail. Latter part sut reefed Foresail a modderate gale turned up the Starboard Boat so ends this 24 hours.

October Tuesday 19th 1847.

These 24 hours commences with a moderate [illegible] under easy sail [illegible] Middle part the same. Latter part started [illegible] so ends this 24 hours.

Wednesday 20th

**NINETEEN YEARS OLD TODAY.**

Commences with a thick fogg employed in boiling. Middle & Latter part the same so ends this 24 hours.

Thursday 21st

Commences with fine weather made all sail at 2 P M wore ship at 3 P M finished boiling and scraping [illegible]. Middle part heard Right Whales around the [illegible] to [illegible] Latter part fine weather made all sail at 10 A M double reefed the topsails scraped the last head of bone we got so ends this [illegible] hours.

Friday 22th

Commences with a [illegible] coarse [illegible] North bound Sperm Whaling. Middle part the same course under double reefed Main topsail & Foresail. Latter part made all sail square yards employed in various jobs so ends this 24 hours.

Saturday 23th

Commences with a strong breeze employed in Ships duties. Middle part course East under single reefed Foresail & Main topsail and Foresail. Latter part fine weather made all sail and [illegible] ends this 24 hours.

Sunday 24th

Commences with a calm employed in stowing of the after hatches with scraps of decks. Middle part kept out all sail third watch furled [illegible] Main topgallant sail wind breeze up. Latter part fine weather as needed to be under all sail raised a number of Finbacks also one sail course E by North with square yards so ends this 24 hours.

October. Monday 25th 1847.

This 24 hours commences with a moderate breeze steering E. N. East. Middle part the same under single reefed topsails & Foresail. Latter part made all sail mended the Larboard Boat and spread the bone to dry so ends this 24 hours.

Tuesday 26th

Commences with fine weather employed in makeing bone shinyarn at 2 P. M. commenced bundling the bone and stowing it down. Middle part employed in wetting decks all the night so as to start the dirt at steering E. by South. Latter part sent out the Fore topmast studding sail so ends this 24 hours.

Wednesday 27th

This day commences with fine weather had a slight change of wind steered E. S. East employed in various Jobs. Middle part furled the Mizen top-sail & Main-sail. Latter part made all sail square yards. Middle-stitched the Main spencer & Fore topmast-staysail so ends this 24 hours.

Thursday 28th

Commences with fine weather to work taring rigging. Middle part furled the Mizen topsail wore East. Latter part under all sail made a reef in a new jib taft West made a number of knots fore sprit whaleing so ends this 24 hours.

[illegible]

Commences with fine weather employed as usual. Middle part steering E. S. East under single reefed topsails & Foresail. Latter part made all sail to [illegible] so ends this 24 hours.

Saturday 30th

Commences with fine weather employed in various Jobs raised breaches proved to be Finbacks. Middle part lyed to under close reefed Main topsail. Latter part out whole topsails at 10 A. M. tacked ship so ends this 24 hours.

Sunday 31st

Commences with a strong breeze double reefed the Fore & Main furled the Mizen topsail. Middle part laved to under close reefed Main topsail. Latter part all sail nothing to do of any consequence so ends this 24 hrs

November. 1st Monday 1st 1841.

This 24 hours commences with a strong breeze at 2 P.M. Carried sail at 8 P.M. double reefed the topsails.

Middle part laved to under close reefed Main topsail & Foresail. Latter part made all sail over [illegible]

so ends [illegible]

Tuesday 2nd

Commences [illegible] at 4 P.M. we were under [illegible] topsails and Harrow. Middle part laved to under close reefed Main topsail a moderate gale. Latter part fine same so ends

Commences with a [illegible] the Starboard Watch & Boat boats. Middle [illegible] the main. Latter part a strong breeze made sail sounded the yards coarse N. by West so ends this

Wednesday 3rd

Commences with fine weather. Still small [illegible] Watch & [illegible] boats. Middle

close reefed Main topsail. Latter part fine weather made all sail be carried not [illegible] on the chart until I am done scribbling [illegible]

Wednesday 10th

November Thursday 11th, 1847.

Commences with a strong breeze sent the Main-sail at 4 P M had a sudding shift of wind caught the ship aback brayed around the yards heading West. Middle part the same third watch wore ship carried away the Main-top-sail-sheets blocks. Latter part moderate again turned up the Waist & Bow Boats so ends this 24 hours.

Friday 12th

Commences with [illegible] at 7 P M wore ship carried the sheet blocks away again. Middle part wind moderated beat the Drum all the First watch. Latter part [illegible] turned down the Boats so ends this 24 hours.

Saturday 13th

This 24 hours commences with a double reefed topsail brace employed in various jobs. Middle part furled the Main-sail & fibb still heading to the Westward. Latter part fine weather made all sail so ends this 24 hours.

Sunday 14th

Commences with a strong breeze at 3 P M double reefed the topsails again wet hold at 4 washed of decks. Middle part [illegible] the Fore. Latter part fine weather made all sail at 8 P M raised breeches to the windward tacked ship twise and wore Once did not see them again so ends this 24 hours.

Monday 15th

Commences with fine weather under all sail steering to the westward. Middle part under double reefed topsails and Foresail. Latter part made all sail mended the Mizen-topsail so ends this 24 hours.

[illegible]

Commences with fine weather mending the fibb [illegible] finished [illegible] Middle part [illegible] all sail with square yards Coarse S. & W. West. Latter part wind breezing up double reefed the topsails so ends this 24 hours.

November Wednesday 17th 1847.

This 24 hours commences with a double reefed topsail breeze at 4 P.M. hauled the Mainsail & fitted turned up the Waist & Bow Boats. Middle part steering S. W. by West under double reefed Main topsail & Foresail. Latter part fine weather made all sail steering on the wind heading S. by East to work mending the rattlings so ends this 24 hours.

Thursday 18th

Fine weather employed in various jobs. Middle part under double reefed Fore & Main topsails also Foresail. Latter part under double reefed topsails and courses at 10 A.M. wore ship so ends this 24 hours.

Friday 19th

Commences with a strong breeze under double reefed topsails & courses. P.M. 4 A.M. laved to [illegible] Main topsail & Foresail. Latter part a light breeze made all sail and wore ship at 4 A.M. wore round again then break out fore Hatch and other stores so ends this [illegible]

Saturday 20th

Commences with a light breeze and fine weather employed in various jobs. Middle part laved to under close reefed Main-topsail & Foresail. Latter part clear but a strong breeze sat double reefed topsails squared the yards wore South at 12 A.M. hove the ship to under close reefed [illegible] pur enough to the Southward so ends this 24 hours.

Sunday 21st

Commences with a light gale laying to under close reefed Main topsail. Middle part sat the Foresail. Latter part fine weather made all sail at 6 A.M. Capt. West came upon deck and orders a couple of reefs to be hoot in the [illegible] & Mizen-top-sails what it was fore know-body could tell at 10 A.M. turned the reefs out again so ends this 24 hours steering back to the [illegible] thward.

November. Monday 22th 1847

This 24 hours commences with a fine whale weather at 3 P M raised whales found they were not sperm wh[illegible] steered N. by West. Middle part layed to under close reefed Main topsail & Foresail. Latter part made all sail employed in [illegible] so ends this 24 hours

Tuesday 23th

Commences with fine weather at 2 P M wet hold. Middle part steered S. West under double reefed Fore & Main topsail also Foresail. Latter part set whole topsails so ends this 24 hours.

Wednesday 24th

Commences with fine weather under all sail bound to the Southward Right Whaling. Middle part layed to under double reefed Main topsail & Foresail. Latter [illegible] made all sail came up squally too [illegible] all sail exceptain double reefed Fore & single reefed Main sails also Foresail so ends this 24 hours.

Thursday 25th

Commences with a double reefed topsail breeze. Middle part layed too under close reefed Main-topsail & Foresail. Latter part made all sail employed in various Jobs so ends this 24 hours. Lat 41=36 S Lon =

Friday 26th

Commences with fine weather at 4 P M bent the Old Foresail squared the yards coarse W. by South. Middle part carried all sail a hard rainstorm. Latter part a strong breeze at 9 A M commenced shortning sail took in every-thing exceptain double reefed Fore & Main topsail also Foresail so ends this 24 hours.

Saturday 27th

Commences with a strong breeze at 2 P M furled the Foretopsail then commenced braking out fore small stores. Middle part under double reefed Fore and Main topsails and Foresail. Latter part employed in moking sail as the weather moderated, this 24 hours ends under all sail

November. Sunday 28th 1847.

This 24 hours commences with a strong breeze under whole sail at 2 P M commenced shortening sail took in [illegible] thing except lain double reefed Fore & Main top-sails and Foresail. Middle part layed to under close reefed Main topsail & Foresail. Latter part good weather made all sail heading S. West on the wind so ends [illegible]

Monday 29th

Commences with fine weather at 6 P M raised whales pronounced them Sperm Whales but it being so late did not lower after them. Middle part layed to under close reefed Main-top-sail & Fore-sail. Latter part a strong breeze set double reefed topsails and wore ship heading to the Northward & Eastward, at 8 A M a moderate gale layed to under close reefed Main-topsail so ends this 24 hours.

Tuesday 30th

Commences with a moderate gale laying-to under close reefed Main-topsail. Middle part less wind but a hard rain-storm. Latter part the same; at 9 A M cleared up commenced making sail set the Fore-sail & double reefed topsails. so ends this 24 hours.

December. Wednesday 1st 1847.

This 24 hours commences with a moderate breeze set close reefed topsails all hands [illegible] forenoon. Middle part layed too under double reefed Main-top-sail & Fore-sail. Latter part set double reefed top-sails squared the yards bound to the South & West-ward so ends this 24 hours.

Thursday 2th.

Commences with a moderate gale at 1 P M hove the ship too under close reefed Main-top-sail at 4 P M turned up the West and Bow [illegible]. Mid part the same. Latter part set double reefed topsails & Fore-sail heading to the southward so ends this 24 hours.

December Friday 3th 1847.

This 24 hours commences with a moderate gale have the ship too under close reefed Maintopsail at 4 P M turned up the Starboard, Waist & Bow Boats then wore ship heading to the Westward. Middle & Latter part much the same so ends this 24 hours.

Saturday 4th

Commences with a moderate gale laying to under close reefd Maintopsail. at 4 P M wore ship again. Middle part the same. Latter part set the Foresail and double reefed topsails so ends this 24 hour.

Sunday 5th

Commences with a double reefed topsails breeze. Middle part layed too under close reefed Maintopsail & Foresail. Latter part fine weather made all sail and turned down the Boats so ends this 24 hours.

Monday 6th

Commences with fine weather under all sail. Middle part a strong breze double reefed the topsails steering to the South & Westward. Latter part set the mainsail and Jibb so ends this 24 hours.

Tuesday 7th

Commences with a strong breze at 2 P M have the ship too under close reefed Maintopsail & Foresail at 3 P M squared the yards and set whole Maintopsail course N. N. East. at 4 P M turned up the Waist and Bow boats again. Middle part the same. Latter part a little less wind made all sail and sent down fore-top-mast studding-sail so ends this 24 hours.

Wednesday 8th

Commences with a strong breze under all sail. Middle part steering N. East under double reefed Maintopsail & Foresail. Latter part made all sail so ends this 24 hours.

## December Thursday 9th 1847.

This 24 hours commences with fine weather middle stitched the Mainsail and filled the boats pett which was a pig also took out one Molasses. Middle paid to under double reefed Maintopsail & Foresail. Latter part made all sail and were ship steering in the Eastward turned down the Boats at 10 A M lying to the wind and commenced cruising in green water to close the day saw two Finbacks and one Right Whale Porpoises so ends this 24 hours.

## Friday 10th

Commences with fine weather employed in ship duties. Middle part laped to under double reefed Main topsail & Foresail Latter part made all sail at 11 A M passed by a carcass so ends this 24 hours.

## Saturday 11th

Commences with a moderate breeze at 18 M tacked ship at 2 P M wet hard at 5½ P M raised a Sperm Whale lowered the Weist & Larboard boats but it being so nigh night did not get a chance to fasten. Middle part laped to under close reefed Main topsail & Foresail. Latter part made all sail 6 men aloft to join out fore whales at 12 A M tacked ship so ends this 24 hours.

## Sunday 12th

Commences with fine weather Mr Hendricks marked out his farm on the Main hatches and the situation of Buildings around it. Middle part steered on the wind under double reefed top sails and Foresail. Latter part made all sail and tacked ship raised a number of Finbacks so ends this 24 hours.

## Monday 13th

Commences with a moderate breeze employed in various Jobs. Middle part carried all sail bound to Edwards Island. Latter part fine weather took out and trimed the Ship by the Stern so ends this 24 hours

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# December Tuesday 14th 1817.

This 24 hours commences with fine weather employed in various Jobs. Middle part carried all sail steering to the South & Westward. Latter part the same so ends this 24 hours.

## Wednesday 15th

Commences with a strong breeze took in the Main top-gallant-sail broak out a gill of oil in the Fore-hold and stowed it in the Run. Middle part stood half Watches Larboard Watch 8 hours out. Latter part a thick Fogg so ends this 24 hours.

## Thursday 16th

Commences with a moderate breeze and a thick fogg still on the wind. Middle part the wind came fair squared the yards coarse South West. Latter part out the Fore-top-mast studding-sail so ends this 24 hours.

## Friday 17

Commences with a moderate breeze and thick fog. Middle part layed too under double reefed Main-top-sail quarter watches. Latter part made all sail squared away coarse ~~N.~~ S. West at 10 A M steered South so ends this 24 hours.

## Saturday 18th

Commences with a light breeze and rainey by spells at 2 P M wet hold at 8 P M steered S. East. Middle part. Layed too under close reefed Main topsail boats crews. Latter part a strong breeze out the Foresail and double reefed topsails squared the yards coarse S. by East so ends this 24 hours.

## Sunday 19th

Commences with a strong breeze scudding under double reefed topsails and Foresail. turned [illegible] boats. Middle part [illegible] too under double [illegible] top-sail. Latter part a [illegible] so ends [illegible] hours.

## Monday 20th

This 24 hours commences with a strong gale laying too under close reefed Mainsteprail quarter watches this day Capt West said if he onely had One-hundred-Bbls more of oil he would go immediately home [illegible] [illegible] made all sail squared the yards steered to the North & Eastward turned down the Boats so ends this

## Tuesday 21st

Commences with fine weather employed in making fancy gaskets at 4 P M bent the New fibb and Foresail. Middle part carried all sail [illegible] was covered all over with Northern lights some for a joke said it was the Americans fighting the Mexicans some one thing and some another. Latter part saw a number off [illegible] at 10 P M [illegible] from N. to by East [illegible] wind [illegible] called the top-sails so ends this 24 hours.

## Wednesday 22th

Commences with a strong breeze at 2 P M [illegible] furled the Mainsail & fibb turned up the [illegible] & Bent [illegible] at 4 P M [illegible] reef-[illegible] close reefed Mainsteprail & Foresail. Middle part [illegible] Latter part put double reefed topsails squared the yards course S. by East. at 12 A M called all hands and furled every-thing [illegible] Main-top-sail and hove the ship too so ends this 24 hours.

## Thursday 23th

Commences with a moderate gale laying too under [illegible] Middle part the [illegible] watch wore ship. Latter part fine weather made all sail and wore around steered N & Eastward at 12 A M got a latitude brayced around the yards course N. E. by North [illegible] ends this 24 hours.

# December Friday 24th 1847

This [illegible] sail [illegible] and a heavy swell rolling from the North & West-ward. Middle part [illegible] under close reefed Main-topsail, [illegible] hand [illegible] Breakfast time [illegible] and had four hours on deck out at 4 - so ends this 24 hours.

## Saturday 25th

Commences with a heavy gale having two under close reefed Maintopsail turned up the Starboard Boat. Middle part the same. Latter part blowing still harder; all hands below except a watch at 12 [illegible] Forenoon [illegible] bell down [illegible] in this Lash so ends the Christmas day of 1847.

## Sunday 26th

Still a heavy gale from the North & Westward. The ship made a heavy roll and carried away part of the Waist-Board at 6 [illegible] close reefed the Main-topsail [illegible] Middle part [illegible] called [illegible] and set it the weather moderating morning watch set the Foresail. Latter part [illegible] close reefed [illegible] breezing [illegible] to be in shore again so ends this 24 hours and regular South Cape weather.

## Monday 27th

Commences with a strong breeze made all sail at 4 P.M. wind breezing took in all sail except a close reefed Fore & Main-topsails & Foresail. Middle part the same. Steering [illegible] reefed Mizzen-topsail and reefed it so ends this 24 hours.

# December Tuesday 28th 1847.

This 24 hours commences with a strong wind at 1 P.M. squared in the yards, lower N. W. by West at 3 P.M. eased the Land at 7 P.M. bent a new Maintopsail Middle part was reef and took in all sail except-tain close reefed Maintopsail & Foresail. Latter part fine weather made all sail standing in towards the Land turned down the boats then broak out bore a piece of Board and stowed away the One that was appened last because it was worney than wet hold so ends this 24 hours.

## Wednesday 29th

commences with a light [illegible] 20 P.M. wore ship took off shore the talk is to cruise off Banks of Pennincular. Middle part layed to under close reefed Maintopsail & Foresail. Latter part made all sail in a short time we were under close reefed topsails & Foresail squared the yards wore E. N. E. last after Breakfast fine weather again made sail at 11 A.M. [illegible] captain Foresail & close reefed Fore & Maintopsail so ends this 24 hours.

## Thursday [illegible]

commences with [illegible] gale [illegible] reefed [illegible] wind turned [illegible] Middle [illegible] quarter-watches so ends this 24 hours.

## Friday 31

Still a North-west gale [illegible] a sea stove in the Larboard boats so book was not able to work [illegible] Middle part the same. [illegible]

January Saturday 1st 1853.

This year of our [illegible] ces we
a moderate gale from the South-West sent [illegible]
under close reefed Main-topsail & Foresail. Middle part
talked of standing half watches but starting the
Pump found there was a considerable water in the
hold luffed too the wind and furled the Foresail
then commenced hunting again took about 3½ hours
to pump her out then stood quarter-watches ~~so ends~~
~~this 24 hours~~ Latter part fine weather made all sail
squared the yards coarse N. E. by East rove new Main-
top-gallant Brayes so ends this 24 hours. turned down [illegible] Boats

Sunday 2th

Commences with a moderate breeze employed in various
Jobs [illegible] wind backed round on the Larboard
[illegible] Middle part [illegible] under close reefed Main-topsail.
Latter part sent [illegible] reefed topsails & Foresail Capt West
came on deck and ordered every stitch of canvas to be [illegible]
and the ship hove too the wind immediately fore the
Barometer was lower than had been before the voyage.
This was [illegible] then turned up the Starboard,
Waist & Bow Boats at 10 A M [illegible] gale
at 12 A M fine weather so ends this 24 hours.

Monday 3rd

Commences with a fine whaleday as ~~[illegible]~~
expected [illegible] sent close reefed topsails and
Foresail squared away again coarse N. E. by East at 4 P M
another gale commenced furled
close-reefed Main-topsail [illegible] Boat. a
luffed too the wind [illegible] dle part a heavy gale
up the Larboard Boat. Latter part at 10 A M sent a reefed
[illegible] weather so ends [illegible]

Tuesday 4th

Commences with fine weather sent down [illegible] top-
and fitted steer [illegible] at 4
P M sent [illegible]
and put out another one. Middle part layed too
double reefed Main-topsail & Reefed Fore. [illegible] part

commences with a whole sail breeze laying too under close reefed Main sail & Foresail. Middle part the same. Latter part set close reefed topsails and wore ship in half an hour we were laying too under close reefed in top sail turned up all four Boats and wore ship again stood quarter watch so ends this 24 hours.

Thursday 6th

Commences with a moderate gale from the S. West laying too under close reefed Main-sail at 7 P M set a Foresail. Middle part the same. Latter part fine weather made all sail raised [illegible] boarded the Boats Starboard Boat struck and chief Mate killed him [illegible] along side [illegible] so ends this 24 hours.

Friday 7th

Commences with fine weather commenced cutting in at 5 P M finished and then started the works. Middle part layed too under close reefed Main topsail & Foresail. Latter part fine weather made all sail at 11 A M furled every thing except main close reefed Main sail & Foresail so ends this 24 hours.

Saturday 8th

Commences with a moderate gale employed in boiling at 6 P M furled the Foresail and cooled down on account of the weather being so bad. Middle part wore ship and stood quarter watch. Latter part the same so ends this 24 hours.

January. Sunday 9th 1848

This 24 hours commences with a moderate gale laying-to under close reefed mainsail & quarter watches. Middle & Latter part the same so ends this 24 hours.

Monday 10th

Still a moderate gale from the South & Westward laying-to under close reefed mainsail & quarter watches. Middle part of the first & latter part of the last 24 hours. Latter part a little more weather and the sea got up and ended so ends this 24 hours.

[illegible]

[illegible]

[illegible]

[illegible]

January, February 11. 1870.

This 24 hours commences with a moderate gale from [illegible] with lasting two under close reefed Mainsail — furled the [illegible] sail. Middle part out it again. Latter part a strong breeze out double reefed topsails and while [illegible] finished scraping [illegible] then rove in Brayces and New Maintopsail Bundlings so ends this 24 hours.

Saturday 12th

Commences with [illegible] under [illegible] Foresail turned down the [illegible] [illegible] made a waist-[illegible] Middle part steering to the South & Eastward under Foresail and a fine weather [illegible]

Commences with fine weather employed in various jobs at 10 AM tacked ship again trying to get to the Southward made tarpaling for hatches. Middle part carried all sail. Latter part the same so ends this 24 hours

Monday 17th

Commences with fine weather employed in various jobs at 2 PM the wind shifted squaired yards coarse S. West. Middle part steered the same under close reefed Maintopsail & Foresail. Latter part a strong breeze still square yards caught 3 Porpoises so ends this 24 hours.

Tuesday 18th

Commences with fine weather under all sail steering N by South. Middle part tacked to under double reefed Maintopsail and Foresail. Latter part a thick fogy stowed off the Fore-Peak and then broak out fore Hold. Lastly wet hold so ends this 24 hours.

## January. Wednesday 19th 1848.

This 24 hours commences with fine weather spread the Bone to dry. Middle part squair yards steering to the Eastward under all sail exceptain Mizen top-sail. Latter hoist a calin brack out the After-hatch-way to see if the Scuttle-Butt leaked whilst hoisting a cask up out of the Hatchway it slipped out of the bunhooks and stove in the head lost about one Bbl of oil then slowed off the hatches so ends this 24 hours

Lon 174=33 Lat 44=49

## Thursday 20th

Commences with a calin mended the Fore-top-sail at sunset bent it again and the [illegible] Middle part furled the Mizen-top-sail wind Breezeing up the morning watch double reefed the Fore and Main-top-sail. Latter part wore ship heading West by South on the wind under double reefed topsails so ends this 24 hours

Lon # Lat 44=54

## Friday ~~Wednesday~~ 21st

Commences with a moderate gale from South-West at 2 P M furled every-thing exceptain close reefed Main-top-sail & Foresail. Middle part wind moderateing out a close reefed Fore and Mizen-top-sails. third watch took them in again. Latter part the same out the same sail once more employed in makeing sail as the wind moderated so ends this 24 hours.

## Saturday 22nd

Commences with a strong breeze under single reefed topsails and Foresail at 1 P M raised Land. Middle part furled the Mainsail and double reefed the topsails steering along the Land. Latter part made all sail spread the Bone to dry at 11 A M bundled it so ends [illegible]

## [illegible]

Commences with fine weather at 1 P M hauled up the Chains at 3 P M cast Anchor in Pigeon-Bay New-Zealand the Ship Candace of New London layed there 6 Months out with two whales. Middle part the same. Latter part Mr White and a boats crew went to Port Leary to see his Brother ~~one~~ fore the first time in 17 years so ends this 24 hours.

January.. Monday 24. 1848.

This 24 hours commences with fine weather employed in various jobs.. Middle part stowed five watches the latter part [illegible] heavy [illegible] got of a raft of water and scraped out the Iron tank so ends this 24 hours.

Tuesday 25th

Commences with a [illegible] Middle part five watches.. Latter part a heavy rain to work in various jobs the Larboard watch on Liberty got of another raft of Water and killed a Pig so ends this 24 hours.

Wednesday 26th

Commences with fine weather employed in various Jobs.. Middle part five watches.. Latter part the Starboard watch on Liberty the Larboard watch got a couple of [illegible] so ends this 24 hours.

Thursday 27th

Commences with fine weather employed in various jobs.. Middle [illegible] watches.. Latter part the Larboard watch on Liberty broak out the after hatches to see about the Old Mast taking found it to be very bad took and knocked it down then stowed a couple of pipes in its room so ends this 24 hours..

Friday 28th

Commences with fine weather employed in stowing of the after hatchways.. Middle [illegible] watches.. Latter part the Starboard watch on Liberty so ends this 24 hours..

Saturday 29th

Commences with fine weather employed in various jobs.. Middle part five watches.. Latter part a part of the crew went ashore to chop wood and the other part to dig Potatoes so ends this 24 hours..

Sunday 30th

Commences with a strong breze at 5 P.M. [illegible] the other [illegible] Middle part five watches.. Latter part the [illegible] watch on Liberty had green peas fore dinner on board of the ship so ends this 24 hours..

January. Monday 31st 1848.

Commences with a strong breeze Mr White undertook to walk over to Port Leacy but fell in with his Brother and came back. Middle part five watches. Latter part rigd all hands to work some Boating Wood and others Potatoes so ends this 24 hours.

February. Tuesday 1st 1848.

This month commences with fine weather employed in various Jobbs went ashore to get the last load of Wood two men ran away discharged another one. Middle part five watches. Latter part the Capt. Mate. and two Boatsteerers went ashore but know Foremasthands was aloud to go have up the Starboard Anchor so ends this 24 hours.

Wednesday 2th

Commences with fine weather at 6 P M got out the Drum. Jamboreen. & Frenchmen. went dealing them to pass away the day. Middle part five watches. Latter part both ships weighed anchor and put out to sea with 1 Foremast hands in each Forecastle then went to work and lashed the Anchors on the Bows so ends this 24 hours.

Thursday 3th

Commences with a calm under all sail loared the Mates & Boat Boats to tow the ship off from the Land. Middle part half watches Larboard Watch 8 hours out Starboard Watch tacked ship. Latter part employed in various Jobbs so ends this 24 hours.

Friday 4th

Commences with a moderate breeze squared the yards course S. by East at 4 P M brak out fore Mollasses. Middle part half watches in the second watch came in Foggy hauled up the courses and layed with the Main-top-sail aback. Latter part squared away again course South so ends this 24 hours.

February. Saturday 5th 1848.

This 24 hours commences with a light breeze and a thick fogg squair yards trying to get to the South & Westward. Middle part half watches. Latter part still a thick fogg so ends this 24 hours.

Sunday 6th

Commences with a thick fogg under all sail stoing West by South. Middle part layed too under double reefed Maintopsail & Foresail stood Boats crews wind increasing we furled the Foresail and close reefed the Maintopsail. Latter part set the Foresail and double reefed topsails we kept in making sail as the wind abated ~~[illegible]~~ at 10 A M raised the Land so ends this 24 hours.

Monday 7th

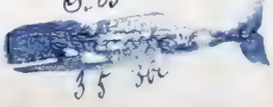
Commences with fine weather under all sail standing in towards the Land. Middle part stood half watches Larboard Watch 8 hours out. Latter part a calm mended the Mizentopsail so ends this 24 hours.

Tuesday 8th

Commences with a light breeze under all sail to work on the Mizentopsail at 20 M raised a sail the first one fore about 4 Miles. Middle part half watches trying to get to the Southward. Latter part fine weather raised Right [illegible] boared the Starboard, Waist, and Larboard Boats the Mates Boat struck and drawed we did not get any Whale this 24 hours.

Wednesday 9th

Commences with fine weather and a plenty of whales in sight but very wild boared the Boats but did not strike. Middle part layed too under close reefed Main-topsail & Fore-sail. Latter part raised a school of Sperm Whales boared the Boats Starboard & Waist Boats got one apiece soon had them long-side and commenced cutting in so ends this 24 hrs



Febuary. Thursday 10.th 1848.

This 24 hours commences with fine weather to work cutting in at 5 P M finished and got Supper. Middle part stood Boats crews had some heavy rain. Latter part a moderate gale turned up the Waist & Bow Boats then started the works so ends this 24 hours.

Friday 11th

commences with a moderate gale employed in Boiling. Middle part cooled down and furled the Foresail on account of the ships takeing in so much water. Latter part started the works again so ends this 24 hours.

Saturday 12th

commences with a strong breeze to work Boiling and setting up shooks. Middle part the same. Latter part sut up more shooks and turned down the Boats so ends this 24 hours.

Sunday 13th

Commences with a fine whale-day still Boiling and various other Jobbs at 6 P M finished. Middle part stood quarter watches. Latter part sut double reefed topsails and wore ship employed in makeing sail as the wind moderated so ends this 24 hours.

Monday 14th

commences with a light breeze and a very heay swell from the Southward squaired in the yards steering to the Westward back on whale-ground. Middle part took in the Mizen topsail and double reefed the Fore stood Boats crews. Latter part commenced coopering and stowing down so ends this 24 hours.

Tuesday 15th

commences with fine weather employed in stowing down at 5 P M finished and cleared up decks. Middle part under double reefed Fore and Main-top sail and Foresail steering to the South & Westward. Latter part employed in setting up shooks and various other Jobbs so ends this 24 hours.

February. Wednesday 16th 1848.

This 24 hours commences with fine weather square yards steering to the South & Westward to work setting up shrouds. Middle part steered S. by East under close reefed Maintopsail & Foresail. Latter part made all sail at 8 A.M. spoke the Ship Sally-Anne of New-Bedford 8 Months out 180 Bbl of sperm 500 of Whale. Capt West got some Bricks to build the Try-works up whilst he was on board there he heard of his Wifes death so ends this 24 hours

Thursday 17th

Commences with a strong breche square yards steering to the South & Westward employed in fixing up the Try-works at 4 P.M. double reefed the Topsails at 6 P.M. turned up the Bow Boat Middle part layed too under close reefed Maintopsail turned up the Waist Boat. Latter part fine weather made all sail and turned down the Boats employed in various Jobbs so ends this 24 hours

Friday 18th

Commences with fine weather at 5 P.M. the wind shifted from N. East to S. West then went to work makeing preperations fore another blow turned up the Larboard, Waist & Bow Boats then took in all sail excepting close reefed Maintopsail. Middle part layed too under close reefed Maintopsail a moderate gale. Latter part employed in makeing sail as the wind abated we have been a number of days trying to get to the S. West now we are bound to the North & Eastward so ends this 24 hours

February. Saturday 19th 1848.

This 24 hours commences with fine weather steering to the N.E. Eastward turned down the Boats.
Middle part fitted the Mizentopsail and double reefed the Fore & Main. Latter part fine weather made all sail employed in various jobbs at 11 A.M. wind breezing up furled the Main topgallant sail and double reefed the topsails so ends this 24 hours.

Sunday 20th

Commences with a double reefed topsail breeze at 3 P.M. took in all sail excepting close reefed Main-topsail and reefed Foresail turned up the Larboard, Waist and Boats. Middle part layed too with the same sail. Latter part sut double reefed Topsails and ~~reefed~~ whole Foresail so ends this 24 hours.

Monday 21st

Commences with a strong breeze under double reefed Topsails and Foresail steering E.N.E. East. Middle part layed too under close reefed Main-top-sail & Foresail. Latter part the same sut double reefed Topsails standing to the N.E. East-ward so ends this 24 hours.

Tuesday 22nd

Commences with a strong breeze at 3 P.M. raised Right Whales turned down the Boats and the lowered did not get a chance to strike. Middle part wore ship and took in all sail as usual. Latter part sut double reefed Topsails chased a number of [illegible] Whales the Larboard Boat struck and Second mate killed him after all he sank to Lawds Locker at 11 A.M. the Bow Boat struck a [illegible] he ran

so under-water could not get a chance to kill him so ends this 24 hours

Wednesday 23th

Commences with fine weather fast to a Right Whale at 2 P M cut and let him go. Middle part wind too under close reefed Main-topsail & Foresail. Latter part fine weather made all sail raised [illegible] covered the Boats Wait 3 at stuck and killed him had him along-side before Breakfast time then commenced cutting in so ends this 24 hours.

Thursday 24th

Commences with fine weather to work cutting in at 6 P M finished and cleared up decks. Middle part wind too under close reefed Main-topsail stood Boats crews. Latter part started the Works and set out Pipes so ends this 24 hours.

Friday 25th

Commences with fine weather Boiling and setting up Pipes. Middle part the same. Latter part set up more Pipes so ends this 24 hours.

Saturday 26th

Fine weather still Boiling and setting up Pipes Middle as the same. Latter part finished and washed of decks so ends this 24 hours.

Sunday 27th

Fine weather under all sail on air yards course South bound on the Whale ground again. Middle part wind the same under double reefed topsail & foresail Latter part fine weather made all sail at 7 A M raised Right Whale commenced the Boats but did not strike at 11 A M all lowered again but did not get a chance to strike so ends this 24 hours.

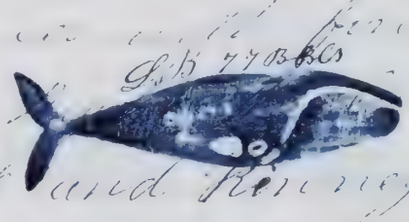
February. Monday 28th 1848.

This 24 hours commences with fine weather steering to the Westward. Middle part steered the same under close reefed Mainsail & Foresail. Latter part a thick fogg made all sail, moderated coming and then slowed down so ends the 24 hours.

Tuesday 29th

Commences with fine weather and got in stowing the oil finished and cooped off deck. Middle part tryed to under close reefed Mainsail. Latter part made all sail wind light. Hauled to the wind Starboard tack and tacked so ends the 24 hours.

March. Wednesday 1st 1848.

This month commences with fine weather at 1 PM lowered for  the Larboard boat struck and Kenney killed one of the Sperm at 3 PM hoisted in the boats and commenced cutting in at 6 finished. Middle part stood E and W. Latter part stuck the ice in raised more than Whale but did not have all hands to see nothing of the ice so ends this 24 hours.

Thursday 2nd

Commences with fine weather employed in boiling and setting up Pipes. Middle part [illegible] fogg. Latter part tryed up and [illegible] Pipes so ends the [illegible]

March Friday 3rd 1870.

[illegible] with fine weather
[illegible] at dark cooled down.
Latter part set [illegible] more fires commenced
[illegible] off the fans
[illegible] lowered the Boats
[illegible] tea [illegible]
[illegible]

Saturday 4th

Commences with fine weather enclosed in
[illegible] at 3 P M finished and there went
[illegible] and finished setting
[illegible] Middle part Boats crews carried
[illegible] sails. Latter part stowed down in
[illegible] at 11 A M spoke the Bark Frances
[illegible] Harbour 16 months out 3 hundred Bbls of Sperm
[illegible] Moved Right Whales in
[illegible] this 24 hours.

Commences with fine weather lowered fore Right
Whales. Middle part layed too under close reefed
Main topsail & Foresail. Latter part a strong
breeze set double reefed Topsails at 4 A M were
[illegible] standing to the North East and so ends
this 24 hours.

Monday 6th

Commences with a strong breeze made all sail at
8 P M tacked ship. Middle part carried double
reefed topsails & Fores-ail. Latter part made all sail

scraped the Bone so ends this 24 hours.

## March Tuesday 7th 1848.

This 24 hours commences with a strong breeze called all hands up to goot a reef in the Fore & Mizen Topsails at 5 P M wore ship. Middle part layed too under close reefed Maintopsail & Foresail. Latter part made all sail employed in various Jobs so ends this 24 hours.

## Wednesday 8th

Commences with fine weather employed in various Jobs at 2 P M raised a School of Sperm Whales lowered the Boats Larboard, Waist, and Bow Boats got one apeice at dark had them alongside. Middle part layed too under close reefed Maintopsail. Latter part commenced cutting in so ends this 24 hours.

## Thursday 9th

Commences with fine weather employed in cutting in at 3 P M finished and Started the Works Boiled the Right Whale out first. Middle part the same. Latter part commenced Boiling on the Sperm so ends this 24 hours.

## Friday 10th

Commences with fine weather employed in Boiling it 2 P M out the Foretopsail. Middle part took it in again. Latter part a moderate

gale turned up all Four Boats employed in various jobs at 11 at night set a close reefed Fore topsail spanned the yards running before the wind so as to Boil steering N by East so ends this 24 hours.

March. Saturday 11th 1848.

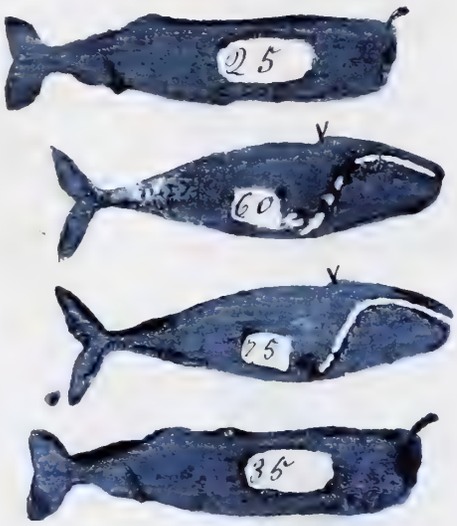
This 24 hours commences with a moderate gale employed in Boiling with square yards steering N by East set the Mainsail so as to keep the smoke from going forward of the Try works Middle part the same Latter part employed in various jobs so ends this 24 hours.

We are now ready to go home with a full Ship.

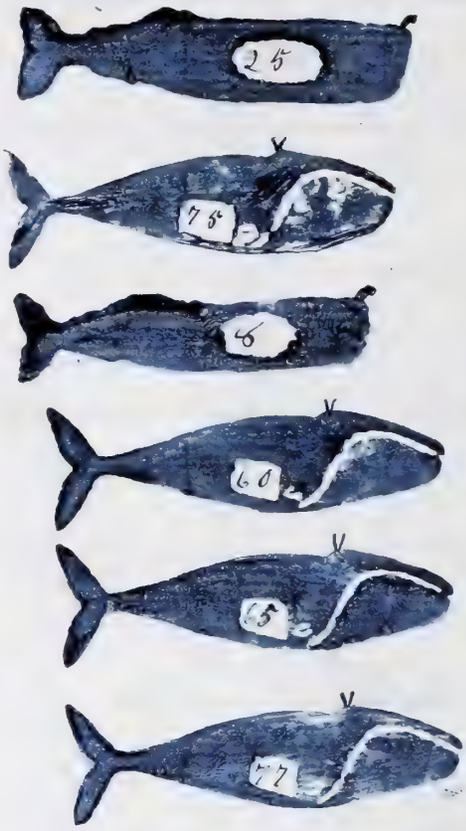
88888888888888888888888

The Whales taken from the Sandwich Island untill we arrived home

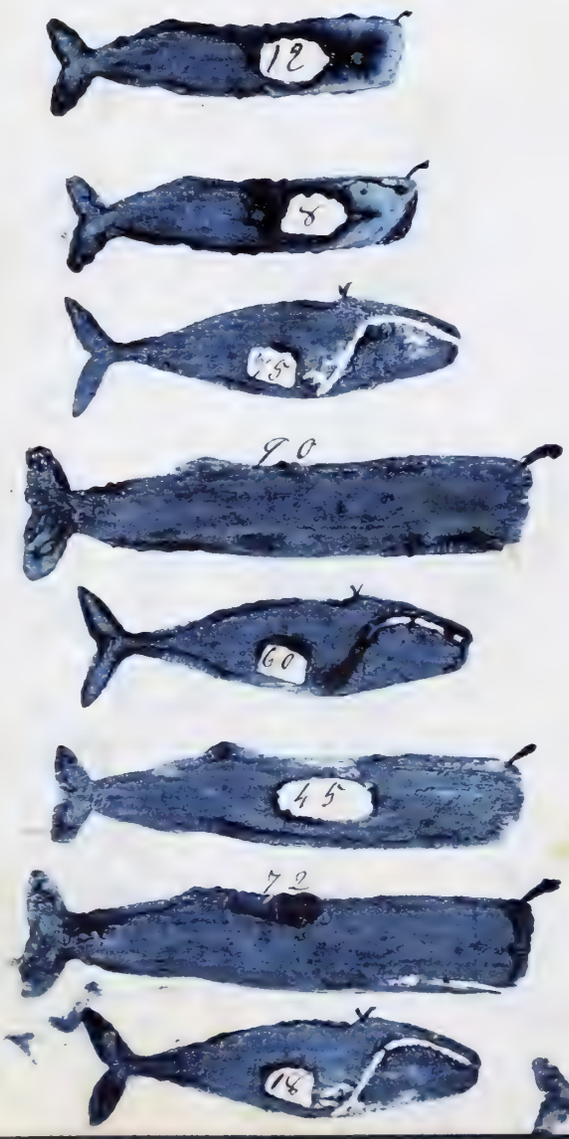
Starboard Boat.




Larboard Boat.




Waist Boat



Bow Boat

| | |
|---|---|
| 60 | 25 |
| 75 | 35 |
| 75 | 12 |
| 60 | 8 |
| 18 | 90 |
| 75 | 45 |
| 60 | 72 |
| 65 | 25 |
| 77 | 28 |
| while 80 | 33 |
| 665 | 30 |
| | 30 |
| | 22 |
| | 435 |
| | 665 |
| | 1100 |

1 5 0
5 5
6 5